

CYCLE NEWS

WEST Volume XIII

er 7 : February 24, 1975 50c



PERSONALITY P.16

Here comes Gaylon Mosier

OFF-ROAD P.8

**Bakken/Roeseler scorch
Parker 400**

WINTER-AMA P.6

**Captain Cobalt &
Young Hannah**

POLITICS P.19

What the Feds don't know

NEWSPAPER



JOHN ULRICH

LTR No. 1: This poor soul has long travel suspension all the way to his Fruit of the Looms.

THE LATEST POOP BY PAPA WEALEY

Speedy Babbs, the incredible air and motorcycle daredevil who for decades rode motordomes at carnivals and once fought a bull on a motorcycle, passed away recently in his home Stuart, Fla. He was 71 years and many crashes old.

Interviewed on radio during Sunday's coast-to-coast hook-up of the Daytona 500 stock car race, Gene Romero sounded as if he was pitching himself for a stocker ride.

Promoter Harry Oxley has cancelled his "U.S. Versus The World" speedway match races after the American Motorcycle Assn. refused to grant him a sanction for the five-race series which was to have begun at the Costa Mesa track February 27.

AFM North released its Sears Point 1976 road race schedule as follows: March 14, April 11, May 16, June 13, July 18, August 28/29, September 26, and October 24. The eight one-day events are regular points races. The August two-day affair is a special \$2000 purse "National." (North vs. South, maybe?)

Correction on that Sears point course worker money — that's supposed to be \$5 gas money per vehicle (not carload). You guys who show up on motorcycles should make out like bandits.

This year, "RAH" means "Ride Against Hemophilia," as far as the AMA is concerned. Already, the Indy 500 MC has presented the 1976 campaign with \$345 in donations, and issued a challenge to other AMA clubs to do likewise (or better, even). After processing by the National Hemophilia Foundation, the Indy 500 donation will come back to the local chapter to aid hemophiliac kids in Indiana.

Cycle News joined over two-dozen well known firms (such as Webco, Petty, Unifilter, Bel-Ray, Valvoline, Champion, Electro, K & N, KTM, Pennzoil and Hodaka) in providing contingencies for the March 6 Bike Baja desert race, an all-motorcycle event scheduled by Baja Racing Assoc. For entry info, write them at Box 1803, Calexico, CA 92231.

For you folks who get busted under the 55 MPH limit, there's an outfit to contact called "Committee for Common Sense Speed Laws", P.O. Box 938, Camarillo, Calif. 93010. They put out a \$5 book titled "How to Defend Yourself in Traffic Court"; and they advocate fighting speeding tickets — and winning, if you know what you're doing.

Ducati claims their 905cc Grau/Canellas Coupe d'Endurance bike, at 344 pounds wet, lightest big-bore distance racer in the world. But Americans at large may never know.

The Imola 200 organizers have worked out a different payout scheme for this year's running. Starting with the third lap in each 100-mile leg, they'll pay the top 40 riders as scored each lap. Tends to spread it around better, even to the guys who go fast and then DNF. Total prize money, according to the British papers, hovers around \$65,000.

LTR No. 2: This is taking long-travel rear suspension too far.



FELIX ADAMO

W/ERA Hotline: They've about finalized their series of 200-mile endurance road races; and the first one is at Willow, February 28-29. So far there are six races in the series, with a December 18-19 "National" at a site to be announced that will pit the nation's top 60 endurance teams in a 24-hour showdown.

A reliable source tells us that Larry Roeseler (Hus) won the 100-mile Soboba Grand Prix. Malcolm Smith was leading until he slid out on a fireroad. Bob Balentine was right behind and took over the lead until he lost ten minutes in a waterhole drown-out. Complete story and pix next week.

Last year, Dave Wood finished every DRA race and took the Number One plate in the Open class. This year he hasn't finished a race at all. His luck might be turning though; he won \$100 in the DRA Team Race Pool for picking the number that Phil Stumbo and Vance Schmidt carried to victory. In this race, Wood's partner Jamie Avels crashed hard and we hope he's feeling better now.

Giacomo Agostini and Johnny Cecotto have both confirmed their entries for the Daytona 200. Ago and Cecotto were only possible starters until Ago ironed out his money demands and Cecotto was given the go ahead to race although his previously injured ankle is still bothering him.

One of our spies conducted a soleful survey at the Jacksonville round of the Florida Winter-AMA to determine which brand of boot is most often found on the feet of professional MX'ers. As the riders passed through the line leading to the qualifying motos (the seven riders who didn't have to qualify weren't counted) our spy noted that following brands and the number of each: Hi-Point 84; Full Bore 20; USGP 14; Heckel 12; Daytona 10; Experts 7; Norstar 5; Yamaha/Honda 5; Viking 3. Yea, we were kinda surprised too.

Texas title time — \$10,000 will be on the line for the five race Texas Motocross Championship Series starting March 14th at Houston's Rio Bravo MX Park. \$500 will be added to purse at each stop to go into the overall kitty. The series will go from Houston to Mosier Valley, Lake Whitney, Austin and San Antonio's Cyclorama. These are one day events with full classes for everyone. No licenses required. This will be strictly cash and carry motocross.

Cook stretches Honda's winning streak in the Parker 400.



The Cook/Holladay team was banking on its modified Honda MR-250 to repeat last year's win in SCORE's Parker 400. But it looked especially rough this year.

Wet sand meant lots of traction and 90 mph speeds. But brutal strains on riders and bikes.

Steve Holladay started back in 11th spot, but managed to take the lead in their class before handing the bike over to Wayne Cook. Wayne ran the 134 miles through the

California desert, then turned it back again. Holladay completed the last leg of the 105-mile Arizona section, and brought the Honda home for the team's second 250cc win in as many years.

But no way was it easy. Out of 335 starters, over half failed to finish. Even the Honda didn't come through completely unscathed.

"Our kickstand started to rattle," said Cook, "so we took it off."



See the Honda MR-250 at your Honda dealer.

HONDA

First. For good reason.

INSIDE

Voices	4
Upshot	5
Motocross	6
Fla. Winter-AMA to Ellis, Hannah	
Parker 400	8
AC and Larry SCORE	
Western Hotline	10
Southern Cal competition	
Desert doin's	15
DRA team tag	
Interview	16
Gaylon Mosier	
Northern dateline	18
Hocking stays hot	
Political pullout	19
Multi-front political assault	
Central Pipeline	24
Texas, Oklahoma and	
Colorado racin'	
Results	28
Suzuki concrete carver ..	31
Buy your own flat four	
Calendar	32
Want ads	35

ON THE COVER: Gaylon Mosier, A.K.A. Captain Hook, steely eyes the glass eyed lens of Jody Weisel's Trans-AMA picture box.

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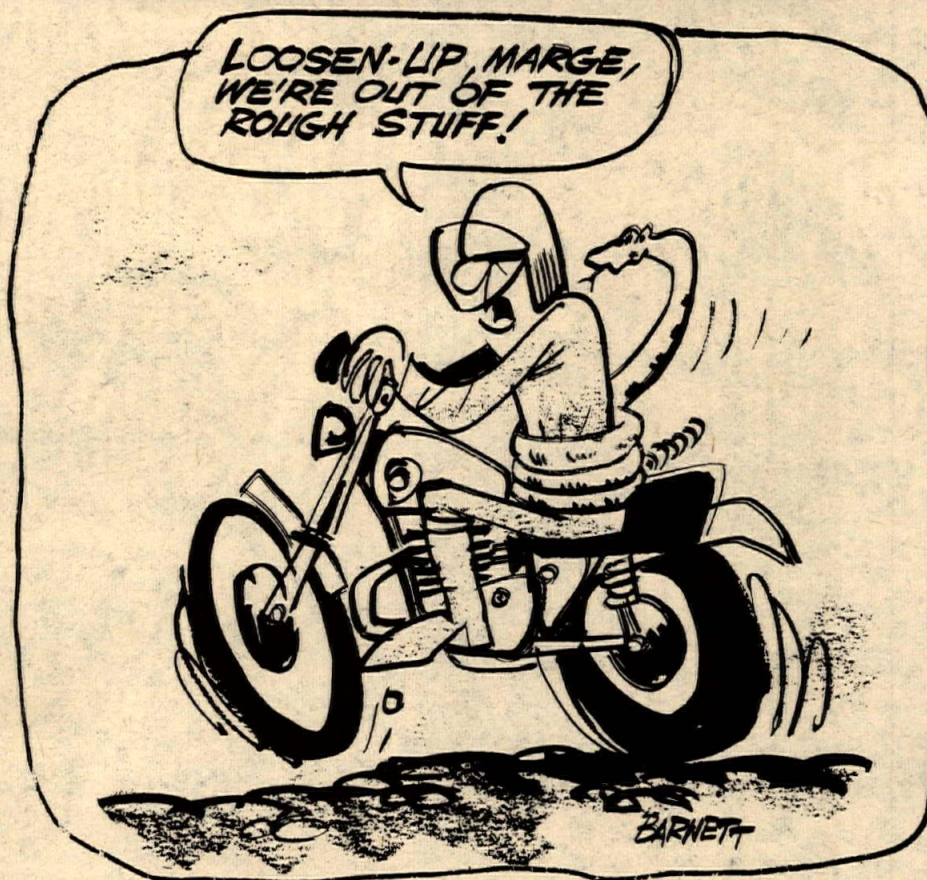
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VOICES OF THE WEST



AFM or AMF — what gives?

Thanks for the excellent, extremely detailed article on Harley's contribution to the Great American Motorcycle.

In the last two years, under AMF's direction, Harley-Davidson has doubled the size of its engineering department, now under the direction of Dr. Jeff Bleustein. In the next year it will double again. You are correct in assuming that Harley's long-range marketing plans call for increased sophistication in the V-Twin concept. AMF is dumping a lot of capital into Harley-Davidson to ensure that the Great American Freedom Machine remains the Great American Motorcycle.

Having complimented you, and us, now allow me to nitpick slightly; in the February 3 issue of CNW, the last item in your "Poop" column indicates that "AMF is looking to do a National road race at Sears Point." I think you mean AFM, or is there something going on of which I am not aware?

WILLIAM W. DUTCHER
AMF/HD
Stamford, Conn.

Gee, Bill — we thought you knew... Editor

Happiness is a satisfied customer

Several months ago I bought a '76 Husqvarna from Action Cycle, Huntington Beach. I received very good treatment and was told that if I had any problems to bring the bike back. Two months later I had a major problem, so I took it back, expecting to get a big bill for the repairs. The owner, Kenny Weems, honored his verbal agreement

and took care of the bike at his own expense.

A couple of weeks later the same trouble developed and once again I loaded it up and was back to Kenny's. He once again upheld his commitment and repaired the bike at no cost.

The first class treatment was greatly appreciated and it's nice to know there's still something to a verbal agreement. Kenny Weems has earned my respect... I would recommend Action Cycle to anyone.

JOHN CORVAULT
Costa Mesa, Calif.

Misery is an unhappy customer

Back in August '75 I bought a set of Ceriani MX forks to replace the much-tweaked and non-working set holding up my 250 Yam. I was told that the Alsport warehouse in L.A. was out of stock on these and they were on the way from Norwalk, Ohio. Several weeks later they sent a set of the small lightweight forks and upon calling Ohio they apologized for the mistake and assured immediate correction. So we sent back the wrong ones and waited. After calling four times over the next few months we got a different excuse each time. The fifth time there was no answer and a call to the M.I.C. told us they were out of business. How can I get my \$160 back? Am I the only one to get screwed up by Alsport?

PAT BURKE
Country Club Dr.
Carmel Valley, Calif.

Short of joining a long line of creditors, Pat, it looks like you've had one of those expensive experiences you'd rather forget... Editor

Ride On Breakfast

I would like to take this opportunity to thank your paper, and a special thanks to all the Desert Bikers (and other interested parties) for the support we received for our Special Breakfast at the Outpost.

We raised \$75 for the Desert Legal Defense Fund. In spite of the continuously rainy weather over the weekend we supplied 140 special breakfasts, plus some cash contributions.

I am also enclosing a short article from the San Bernardino Sun, which shows that the "powers that be" are considering coercion in their efforts to control and eliminate public open uses of the public lands. I am not sure, but somehow I think it might be illegal for the County to use \$20,000 of PUBLIC FUNDS for the patrol of PRIVATE PROPERTY until the individual property owner makes some effort to fence or close his property, or makes a valid complaint. There is obviously no way a rider can determine private lands in the desert until they're posted or fenced. As a taxpayer in this county, I firmly object to the spending of my taxes in the policing of unmarked private lands.

Again, thanks to you and the bikers for your support. This is all our fight.

GEORGE E. NEWTON
Phelan, Calif.

Frustrated Fox

Referring to your report, "Junior Day at the Dunes", the "frustrated rider" with the two wiped out Boge shocks was none other than the "Desert Fox" 17x. He is best known for his high flights, hard landings, and being last off the line. He pilots an extremely radical 400 Suzuki for Campbell's Suzuki. His slogan is "Last off the line; first to the Porta-Can".

ROD FRANCIS, 17x
Norwalk, Calif.

P.S.: Not cursing, just heavy Suzuki language.

Ivan's lament

Thanks for printing my article and for the spot in Papa's column. Unfortunately there have been no changes resulting, although a great deal of sympathy is being expressed on our behalf.

I haven't given up, however, and am still trying to overcome our county red tape to get our use permit. For four months I have actively pursued this, with expectation of success within three or four months. Meanwhile, we have decided to force the county's hand and generate some income to sustain our efforts by holding events — whether legal or not.

So you see, we are nowhere near success in San Mateo County for off-road motorcycling. Our only success so far has been a change of policy at the board of supervisors, but we still have no legal areas, nor permits being granted, no funds nor tax money nor county effort to establish future sites. Great, huh?

DON IVAN
Pescadero, Calif.

Note: Don's the leaseholder / proprietor on Nob Hill Ranch, a 900-acre would-be private cycle park in beautiful California foothill country not far inland from Hwy. 1. It's sad they're going to have to resort to a form of borderline civil disobedience to get some action on a legitimate need by the county's 35,000 ORV owners. Since there's no grease, gravy, or pork-barrel payoff in motorcycles, creating a crisis may be the only way to get movement out of local politicians... Editor

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

UP SHOT

Tony D and Hannah repeat

Yamaha's Bob Hannah continued his winning ways on the Florida Winter-AMA circuit by taking his third straight Open class victory with a perfect 1-1 moto score. Suzuki teamster Steve Stackable posted 2-2 moto scores for second overall, but the moto results do not reflect the amount of racing that took place between Hannah and Stackable. The pair spent the day literally swapping the lead back and forth. Following the action and waiting for an opening was Yamaha teamster Rick Burgett who posted a 3-3 score for third overall.

Tony DiStefano returned to his winning ways in 250cc competition with a pair of moto sweeps followed by Husqvarna's Kent Howerton (2-3) and Can-Am's Jimmy Ellis (4-2). Suzuki's Danny LaPorte took the end of the day award with a crash caused by his forks falling off while he was leading.

Droste takes indoor series

Steve Droste (Yam) scored a second place finish in the final American Indoor Championship Series round in Atlanta, Georgia's Omni February 14 to clinch the title. Garth Brow, the only other rider in contention to make the final, finished ninth in the event and second in the standings. For the second year in a row Texan Larry Cooper (Bul) won the Omni event.

Superbowl qualifiers

The AMA has prepared a series of eight West Coast qualifiers for the National, Trans-AMA, and Superbowl. Riders planning to race in any of these series must earn qualifier points at an accredited AMA National Qualifier. The schedule is as follows: March 7th (Phoenix), March 14 (Tucson), March 21 (Valley Cycle Park), March 28 (Rawhide), April 25 (Santa Cruz), May 2 (Medford, Oregon), May 9 (Fresno) and May 23 (Albuquerque).

For all National Championship events in 1976 the acceptance or refusal of any rider's entry is determined by the following criteria. National fields are limited to 80 riders with first preference given to Expert-ranked racers. Next in line are Novices who have a "grading" from racing in qualifiers. Final consideration, if the field has not reached the maximum of 80 riders, goes to Novices with no grading.

For the international Trans-AMA Series the process is different, with a certain number of the 40 available starting positions reserved for foreign entries. Experts who wish to compete in the Trans-AMA Series will be selected in 1976 according to the number of national points they earn throughout 1976. If the field is not filled by foreign entries and AMA Experts, Novices will be added with preference going to those with the highest grading.

"It is very important for riders to compete in professional qualifiers if they wish to race in national or international events," Mike DiPrete commented. "Gaining entry to a national or international event is a highly-competitive proposition and qualifiers are one of the most important ways a racer can move up through the ranks. Because of the fact that fields for major events must be limited, we are trying to provide additional qualifiers so that any rider with an AMA professional motocross license has a fair chance to



SCORE Parker 400 PENNZOIL WINS OVERALL... AGAIN!



A.C. BAKKEN/LARRY ROESLER
OVERALL WINNER / CLASS 22 WINNER



STEVE HOLLADAY/WAYNE COOK
CLASS 21 WINNER

A.C. Bakken and Larry Roesler covered the rugged Arizona/California course in 7 hours, 14 minutes en route to Class 22 and Overall honors. Their factory-prepared Husqvarna 360 gets winning engine protection from Pennzoil 2-Stroke Motorcycle Oil mixed 32 to 1. Class 21 honors went to Steve Holladay and Wayne Cook, who covered the 400-mile course in 7 hours and 32 minutes. Like the overall winners, this 250 Honda team also gets winning engine protection from Pennzoil. Also in the money were Al Baker and Gene Cannady, second Class 22; Matt Zoerb and Pat Kouri, third Class 22; Mike Hansel and Mike Stearns, second Class 21; and Mike Merriek and Mark Harris, third Class 21. Engine lubrication is critical in an event like this, that's why these winners insist on Pennzoil. Take a tip from these pros, whatever you ride, wherever you go, Pennzoil is worth asking for.

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Hannah heats up Orlando

By Jim Gianatsis

ORLANDO, FLA., FEBRUARY 8

Amid a topsy-turvy scuffle in the 250cc Professional class, exciting performances were turned in by a number of riders including

Honda's Don Kudalski and Harley-Davidson's Rex Staten. When the sand finally settled at Orlando Sports Stadium, it was Jimmy Ellis on his factory Can-Am who collected the champagne and kisses in victory circle. Yamaha's fantastic new hotshoe, Bob Hannah, repeated his win of last week in the Open class, almost by accident. It was planned for teammate Rick Burgett to take the win as the dynamic Yamaha duo dominated both motos, but a getoff by Burgett just a few laps before the end of the second moto turned the win once again over to Hannah.

Practice had hardly gotten underway on Sunday morning when most of the 163 Pro riders began wishing they were somewhere else. The loose sand track quickly became rougher than the one at last week's race in Jacksonville. Compounding the four foot deep whoop-des in some sections, was the fact that the Sports Stadium course was a faster track. The riders were forced to race the track WFO to be competitive. When they crashed, they were usually out for the remainder of the day. Terry Clark was one of the riders sidelined because of getoffs during practice.

250cc Professional

History was made in the first of the two feature motos as "Rocket" Rex Staten blasted his Don Habermell prepared Harley-Davidson up through the pack to give Harley its first ever win at an AMA National-caliber motocross.

"I got a good start, around 13th place, and knew that I'd be able to work my way up to first before the end of the moto," Rex said afterwards.

The "Rocket" had actually moved up to pass Can-Am's Jimmy Ellis just 15 minutes after that relatively slow start to take over the lead and win the moto. The race might have had a different story, though, as Jimmy Ellis grabbed the hole shot at the start, followed by Kent Howerton and Don Kudalski. With his box-stock Honda Elsinore slamming across the tops of sand crests, rear shocks hardly working except to keep the swingarm from falling off, "Killer" Kudalski blew by both Howerton and Ellis within two laps to take control of the lead. By the end of the third lap, Don had a five second lead on Ellis, Howerton, Joyner, LaPorte, DiStefano and Staten. On the fourth lap Don was walking back to the pits; his gearbox had blown.

Staten moved up and picked off Ellis for the lead. Both fell down towards the end of the moto. Rex maintained his lead easily, but Ellis lost a position to Mickey Kessler who was doing a fantastic job in moving up to second on his J&R Cycle of Redbank, N.J., sponsored Yamaha. Mickey was quite proud of the bike which he had made a number of modifications to, including a 10-inch Monocross rear suspension and a 9-inch MX Fox front fork setup.

National Champ Tony DiStefano picked up his first DNF of the season when the engine of his Suzuki seized.

The second moto saw a continuation of Team Poland's bad luck as Kudalski quickly took the lead away from Howerton after the start, with Gary Jones holding off Kessler for third, then Turner, Ellis, Staten, DiStefano and

LaPorte. Don continued to pull away with his lead for eight laps until his spare practice bike engine, put in between motos, seized up tight. Don dejectedly pushed the dead Honda back to his van, loaded it up and left before the moto was finished. He had been doing impossible things with a stock Elsinore — a bike no other Pro rider would dare swing a leg over beating the top riders in the country for two weeks

Savitski who was lying down in a turn."

Poor John had a bummer "off day" and couldn't explain why he was occasionally "resting" in numerous turns on the track. Everyone's problems, though, made the 250cc class with its many leaders and heavy dueling for positions the best race in the Series so far.

Open Professional

Team Yamaha's Rick Burgett and Bob Hannah dominated the Open class like they were on a Sunday picnic. The only rider even capable of staying close to the dynamic duo was Steve Stackable, and at times "Short Stack" must have been asking himself it was really possible. The Yamaha 400 works bikes were handling beautifully in the roughest sand sections as Burgett and Hannah dialed them on for the slaughter.

Amid cartwheeling bikes and riders,

For almost the complete remainder of the 30-minute moto Hannah hung himself off Burgett's rear fender, and the two teamsters built up a safe 100 yard lead on Stackable. Once or twice a lap they'd look back to check up on Steve's position. Since Bob Hannah had won the week before in Jacksonville, his plan was to follow Burgett to the finish and let Rick take the win this week.

"My bike caught the top of a bump," said Rick, "and it spit me off sideways." Burgett restarted quickly, but he was so far back in third position that there was no chance of catching Stackable before the race ended.

Hannah easily took the checkers ahead of Stackable, and for the second week in a row found himself with the overall win on his Bill Buchka prepared Yamaha. Due to Burgett's unexpected getoff, Steve picked up second overall ahead of Ricky.

Both Hannah and Burgett were obviously prepared physically and

PHOTOS BY JIM GIANATIS



Tony Wynn (41) takes a first turn header as Rick Burgett (261) blasts away. (Opposite page) The gangs all here. (Top insert) Yamaha's dynamic duo, Burgett and Hannah. (Bottom inset) Jimmy Ellis takes the winter series lead in the 250 class.

in a row before it broke each time. The Jones racer quit running with a possible seized engine. Howerton dropped back with blown shocks, leaving Kessler in control of the lead ahead of Ellis, DiStefano, LaPorte, Turner and Staten. John Joyner had also pulled out with a broken engine.

At the 15-minute point in the moto Ellis moved up and banged off Kessler's rear fender for two laps before slipping on by Mickey to take the lead. Can-Am's "Captain Cobalt" held his front position all the way to the checkered flag to take the overall win. Rex Staten ran his Harley off the track and at one point stalled it, but got restarted, caught and passed Suzuki's Danny LaPorte to take fourth ahead of Dan at the finish. For Rex, running his bike off the track had probably cost him the overall win, because he was confident that he could have caught the leaders otherwise.

"There just wasn't time," said Rex, "After a slow start in 20th place, trying to get around lapped riders and stalling my bike, there just wasn't enough time in the 30-minute moto to catch up with Ellis."

Last week's winner, Tony DiStefano, had even worse luck in the second moto. "I ate it bad on the big jump, got back up and then crashed into John

Ricky Burgett plunged through turn one with the lead of the first moto ahead of Stackable, Gary Chaplin and Hannah. Within two laps Hannah had blasted by the Suzukis of Chaplin and Stackable to take control of second place behind his teammate. Joey Gratto and Barry Higgins moved their Maicos up to fifth and sixth. Positions stayed this way until the mid-point of the moto when Burgett fell, moving Hannah into first and Stackable to second as Burgett remounted in third. The crowd went wild as Stackable moved in and passed Hannah for the lead, Bob passed him back, then Steve took over the lead again. This seesaw battle over first went on for three laps, ending when Stackable hit something and jammed his shift lever into the sidecase of the Suzuki. With the bike hopelessly stuck in third gear, Steve was forced to back off his pace as Burgett pulled on by to finish the moto in second behind Bob Hannah. Stackie held on for third, finishing ahead of Chaplin, Harris and Higgins.

The second moto was hardly a race as Burgett again vaulted to the lead, and Hannah and Stackable moved around Florida rider Monte McCoy after a couple of laps to take up second and third, followed by Higgins in fourth.

mentally to take the Florida Winter-AMA Series by storm. As Bob said, "Stackable was no problem, because he just wasn't in shape to stay with us. We were just running 1-2. I was just following Rick, not wanting to get by, when he crashed. I was in bed sick this week for two days, and didn't expect to do as well as I did."

Steve Stackable, meanwhile, canceled his plane ticket home for the week. He wanted to stay in Florida to train and practice. Next week, he would be ready.

Results

250cc PROFESSIONAL: 1. Jimmy Ellis 3-1 (C-A). 2. Mickey Kessler 2-2 (Yam). 3. Rex Staten 1-4 (H-D). 4. Danny LaPorte 6-5 (Suz). 5. Mike Runyard 8-6 (C-A). 6. Arlo Englund 7-7 (Kaw). 7. Kent Howerton 5-10 (Hus). 8. Jim Turner 9-8 (Suz). 9. Edwin Moor 10-13 (Mai). 10. Buck Murphy 16-9 (C-A). 11. John Savitski 14-11 (Mai). 12. Michael Jones 12-14 (Kaw). 13. Sonny DeFeo 11-15 (Yam). 14. Sam Dayton 13-21 (Bul). 15. Donald Sinclair 21-16 (Yam). 16. Denny Swartz 17-20 (Yam). 17. John Grant 23-17 (Yam). 18. Kevin Smith 15-26 (Kaw). 19. Tony DiStefano 40-3 (Suz). 20. John Joyner 4-40 (Hus).

OPEN PROFESSIONAL: 1. Bob Hannah 1-1 (Yam). 2. Steve Stackable 3-2 (Suz). 3. Rick Burgett 2-3 (Yam). 4. Barry Higgins 6-4 (Mai). 5. Gary Chaplin 4-8 (Suz). 6. Glen Robbins 9-9 (Mai). 7. Patrick Moroney 7-15 (Hus). 8. Dwayne Lyons 12-11 (Yam). 9. John Ayers 19-6 (Mai). 10. Joey Gratto 22-5 (Mai). 11. Joe Ferrini 13-14 (Yam). 12. Monte McCoy 5-23 (Suz). 13. Mike McIntosh 18-12 (Suz). 14. Martin Murphy 17-13 (Hus). 15. Joe Gretchen 15-16 (Suz). 16. Benjamin Gray 14-19 (Yam). 17. Dan Farley 27-10 (Suz). 18. Tony Wynn 16-21 (Suz). 19. Fred Little 23-18 (Hus). 20. Grodon Bowden 21-20

Roeseler/Bakken S.C.O.



Cannady/Baker spent 12 minutes down changing a clutch, while Bakken/Roeseler motored in with seven minutes to spare.

By Dick Kay

PARKER, ARIZ., FEB. 7

Over 350 motorcycles and 4-wheeled vehicles converged on this small town to race in 14 different categories, all going for their share of \$150,000 contingency and purse money.

The course consisted of two 105 mile Arizona loops and one 134 mile California loop with a one-half hour down time while being escorted across the bridge. Most teams had the first rider do the Arizona loop, the second rider covered the somewhat rougher California loop, and the first rider finished up by again running over the same Arizona terrain. The 343.6 miles consisted of everything from rough rocky hillclimbs, to flat fifth gear desert sand. It had rained the day before which made it even easier for the bikes; five of which finished ahead of the first buggy.

It was Larry Roeseler and AC (Ace) Bakken (360 Hus) who finished first, a full 27 minutes ahead of the first buggy. Bakken, who rode both the Arizona legs ran out of gas about three miles from the end of the first loop causing the engine to seize. Shortly after the engine freed (he cleverly switched to the reserve tank) it was Roeseler's turn to take on the California loop. They were in the lead almost all the way which ain't too shabby when names like Malcolm Smith (now into buggies), Cordis Brooks and Steve Holladay are in competition. Roeseler was the winner of the Baja Internacional 500 mile race and A.C. Bakken finished second in the '75 Parker 400.

Seven minutes behind the first place team was the Al Baker and Gene Cannady duo, riding a 450 Honda that had suffered the results of 12 minutes downtime while changing a clutch.

Third overall, and first in the 250 class, was Steve Holladay and Wayne Cook riding a CR 250 Honda with an elapsed time of seven hours and 32 minutes, a full eight minutes in front of the first buggy.

Only 15 minutes behind the first four-wheel vehicle to finish — Bill Silverthorn — (you may recall this name from previous bike events) was Eric Jensen, 26, Pasadena and Carl Cranke, 27, Placerville, California on a 125 Penton with an elapsed time of 7:55.65.

There can be little doubt that forward mounted shocks (improved suspension), continually improving horsepower to weight ratios and other bulletproof nuts and bolt devices have produced quicker and more reliable bikes in all off-road events.

The weak link in the chain now appears to be the DID rims that accounted for seven of the first 10 wheels to finish. The first place Husky had Akronts, the second place 250 class Harley had one Akront, one DID. Of the seven, six were bent considerably out of round, two caused flat tires. Perhaps the DID is lighter, and won't trap any mud, but who cares with a flat tire in the desert.

Any bets on whether the 125 class will smoke the buggies next year?

Results

CLASS 20 — 125cc: 1. Eric Jensen, Carl Cranke (43.34)* 76 Pen 125cc, 7:55.65. 2. Dick Miller, Bill Uhl, 75 Hon 125cc, 8:07.08. 3. Lance McCarty, Leonard Sikorski, 76 Yam, 8:22.81. 4. Shelly Ward, Bobby Wilson, 76 Hus, 8:22.91. 5. Matt Landfield, Jeff Lamborn, 76 Yam, 8:39.56.

CLASS 21 — 250cc: 1. Steve Holladay, Wayne Cook (45.55)* 76 Hon 240, 7:32.55. 2. Michael Hansel, Michael Stearns, H-D 250, 7:32.82. 3. Mike Merrick, Mark Harris, Hus, 250, 7:38.04. 4. Richard Bunty, Leroy Kyger, 75 Yam, 8:01.50. 5. Bobby Neth, Dave Lapraik, 75 C-A, 8:07.51.

CLASS 22 — 251cc OR MORE: 1. Larry Roeseler, A.C. Bakken (47.48)*, Hus 360, 7:14. 15. 2. Al Baker, Gene Cannady, 76 Hon Special, 7:21.90. 3. Matt Zoerb, Patrick Kouri, 74 Hus 400, 7:58.46. 4. Tom Schmid, Paul Ashford, Yam, 8:12.73. 5. Roger Riddell, John Hately, 76 Yam, 8:31.42. *Average mph.

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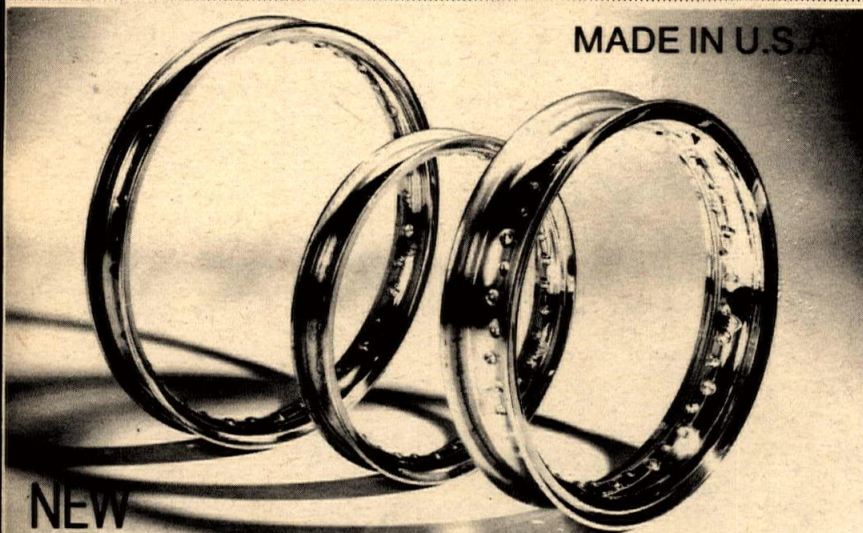
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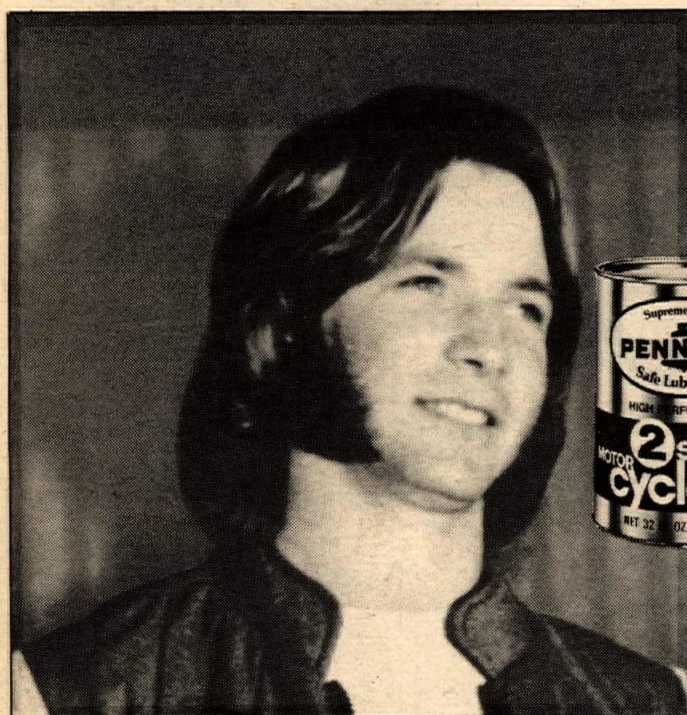
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Bob Nolan took his 50cc G.P. bike to an Of course he was first 50.

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Larry, a former Baja winner, teamed with Howard Utsey for second in the tough 251cc and over class, and was third overall in the SCORE Baja 1000. The pair covered the grueling course in 19 hours, 43 minutes. Their factory prepared Husqvarna 360 performed flawlessly with Pennzoil 2-Stroke Motorcycle Oil (Mixed 32 to 1). Engine lubrication is critical in an event like this. That's why these winners ask for Pennzoil. Take a tip from Larry Roeseler and Team Husqvarna, whatever you ride, wherever you go, Pennzoil is worth asking for.



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AFM RR: Fuller wins again

By John Ulrich

ONTARIO, CAL., FEB. 15
Dick Fuller rode his R5 Yamaha 350 to another win against more modern machines, but this time it wasn't easy. Fuller, sponsored by Korb's Trading Post, a clothing store company, has frustrated the riders of larger, faster, and later-model machines in several recent races. He did it by beating 750s, 900s, and more modern 410-class machines in a variety of classes.

"After getting the lap times in practice, I didn't think I'd have any problem," said Fuller after the race. "But both the Gingerellis gave me quite a surprise on their 400 Yamahas. They're really fast."

In the 410 Production race, Dain Gingerelli and his brother, Alan, (both on new Yamaha RD400s) sandwiched Fuller and his 350 on the first lap. Dain Gingerelli led for two and one-half laps. "I kept saying to myself, 'OK Dick, come on, I'm waiting for you,'" said Dain later. "I saw a front wheel next to me in Turn 10 on the second lap, but I took a really wide line and hogged the whole road to keep him behind me."

It was on the third lap that Fuller passed Dain Gingerelli in Turn Nine. "My tires gave out on me," said Dain Gingerelli. "From then on it was like riding on ice."

Alan Gingerelli also passed brother Dain, and opened up a lead for second as Fuller pulled away. Dain started closing on Alan on Lap Eight, and passed on Lap Nine. Alan reclaimed second in a pitched battle on the last lap (Lap 10).

AFM Champion Rudy Galindo won 250 GP, leading from the start with a new Yamaha monoshock sponsored by Boss Gloves and Hap Jones Distributing. Galindo said, "I just took it out of the crate and bolted on a Camber fairing. I didn't have the money for a front slick, so I put on a 3.50 X 18 rear slick I had. I jumped on the bike and it did everything right."

Dick Fuller finished second in 250 GP on an unfaired Yamaha monoshock. "This was just supposed to be a break-in

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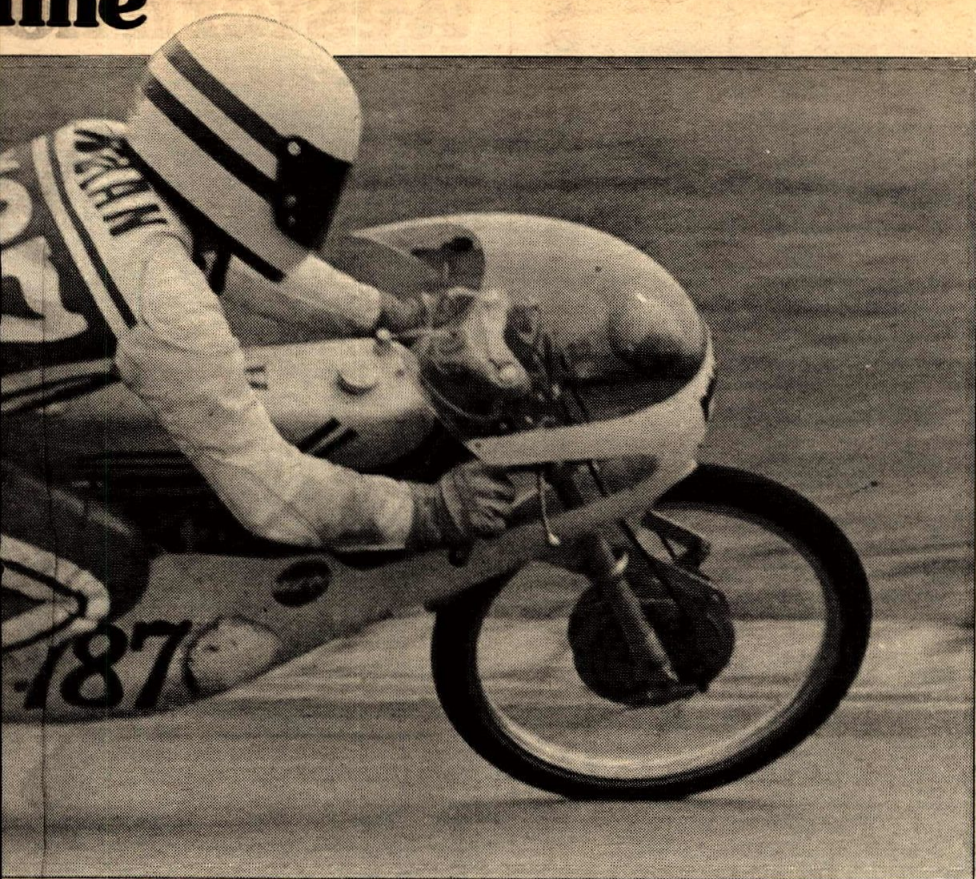
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PHOTOS BY JOHN ULRICH

amazing second overall in the combined 50, 100 G.P. and 200 production.

Gary Denton gets a leg up at CMC Saddleback.



JOEL JAMIESON

run. The fairing hadn't come in, so I was just taking it easy," said Fuller. "But it seemed willing to go, so I just started pushing a little harder." Fuller pushed from seventh place to second, after a prolonged dice with third-place Bruce Hammer (TZ 250).

Cook Neilson won Open Production on an AMA-legal (read AFM-illegal) Ducati 883cc bullet. Steve McLaughlin (BMW) passed Neilson several times in Turn 17, only to be repassed on the straight. Finally McLaughlin ran off in that turn, swept through the dirt, and gassed it back onto the track. But the BMW never ran well again — maybe it sucked in some dirt from the off-road excursion.

"Cook just stopped in that turn," said McLaughlin. "It was him or me, and I didn't want to knock him down."

Lee Fleming was second on a blatantly illegal American Turbo-pak turbo-charged Kawasaki 900. Neilson's and Fleming's machines, although illegal according to the AFM Production rules,

were not protested. Therefore their finishes stood. But the first truly legal finisher was Wes Cooley, Jr. on a Yoshimura R&D Kawasaki 1000.

Results in the Results Section.

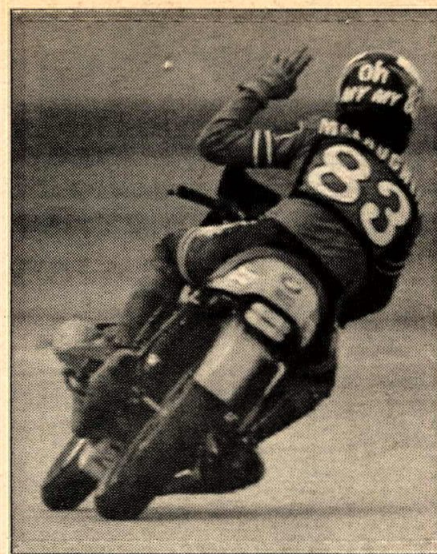
Mosier manhandles Saddleback CMC

By Joel Jamieson

ORANGE, CAL., FEB. 15

Maico mounted Gaylon Mosier finally had things his way today. He picked up top CMC money in both the Open Pro and 250 Pro aboard a couple of WheelSmith prepped machines.

In the 250 race Gaylon's main worry was Marty Smith, minus his usual RC bike. Marty was riding a 250 Elsinore stocker against Mosier's dialed in Maico.



"It was him or me." Peace Steve.

Smith pretty much had the first moto under control with Mosier back about seven bike lengths. Suzuki teammates Robert Elliot and Ron Turner produced a good race for third with Turner edging out Elliot for a top three first moto finish.

The second go looked much the same. Smith and Mosier got by early leader Elliot to take over the top two positions. Gaylon was just waiting for Smith to make a wrong move and Marty didn't let him down. The 125 Champion came through with a 180 in the tight score keepers turn and that's all Mosier needed to snag the lead. Marty tried hard to regain his lost position but Mosier and his German machinery held off Smith's charges all the way to the victory flag.

PK Products racer Dave Taylor invaded DG Performance territory today and kinda lucked out for the overall 125 Pro win. Dave pulled both holeshots only to have DG's main man, Broc Glover, scoot by for first in both motos. Halfway through the second moto, Broc was well on his way to another win, but something gave inside the motor ending Glover's chance for top money. With Glover out this handed Taylor the \$135 top position, while two DG bikes, in the hands of Dave Williams and a strong running Gary Denton, rounded out the top three.

Marty Smith's ace mechanic, Dave Arnold, did some racing today and went home with a victory in the 500 Intermediate class. He did it on a 4-stroke!

Results in Results Section.

Over The Hill Gang hold mudfest at Dunes

By Lucious LeRoy

VALENCIA, CAL., FEB. 8

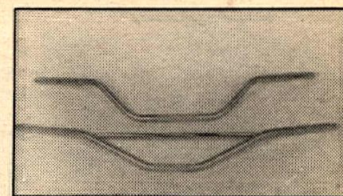
The Over The Hill Gang Assn. braved the wet, muddy weather and moved their race from Saddleback to Indian Dunes. The track was re-routed to the sand and a complete new course was laid out. It became an excellent modified desert race. A small group turned out because of the last minute change, only 24 riders, but not bad for a miserable weekend.

The guys in the Beginner class don't let a little rain stop them, they had eight of the 24 riders. Longwear Lou put it in high gear and rode over the Hangover (Hambone). Third place went to Juicy Jim and the little guy, Weinie Wayne, squeezed out a fourth.

In the Novice, Downhill Dave couldn't find any downhill but managed a first. In second Jockey John's scooter must be a mudder, it came through for him. Jittery John was a little jittery because of the cold and wet weather, but got a third followed

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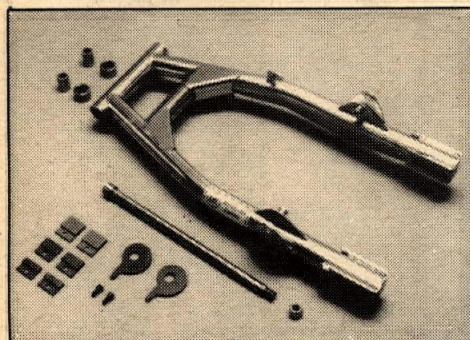
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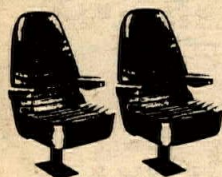
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Gary Ogden (middle of picture) is surrounded by Hrynkiwicz (2p), Foltz (41), Martinez (80)

by Dainty Don in fourth. He didn't look very dainty after this race.

The Intermediates were led by Chunky Chuck who was light enough to stay on top of the water and win. Petrified Pete was slightly petrified, but thawed out enough to get second. Flippin Fred used his flippers for a third and Pansy Paul was just that, he came up with only a fourth.

The Amateurs had a hard time keeping their bikes lit up in the rain. Goosey Gary, a new member, lucked into a first place show with Honky Herb and Ruptured Rusty following. There was a three way tie at the end of the day, and his first place finish in the last moto got him the gold.

Gangrene Gene let out the stops and led the Experts over Corroded Carlos, who got a little corroded in the rain. It was a fun day, but very, very wet.

Splashin' at the Dunes with AME

By Ted Titmas

VALENCIA, CAL., FEB. 8

Due to heavy rains, AME officials were forced to abandon the International track in favor of a somewhat TT style track constructed in the desert section of Indian Dunes.

Dave Haugh (Mai), number one AME Open Pro, continued to dominate his class with an overall win for the day and John Miller (Bul), through smooth and consistent riding, managed to finish a strong second.

The most exciting race was the combined 250 Intermediate/Junior class race. The Intermediates were flagged off ahead of the Juniors and by mid-moto the Juniors were passing many of the Intermediates. Rich Hatfield (Bul) and Rich Titus (Suz) managed to finish first and second overall, but Dave Roark (Bul), a Junior, was a very close third and first in his class overall.

It's not at all unusual for Kenny Zahrt (Oss) to be the 250 Pro overall winner, but this weekend his win was more than usual. After a fine win in the first moto, Zahrt came to the line in the second and discovered the loss of a couple of gears. Entering the first corner, Kenny could do no better than seventh. He managed to exit the same corner in second, only to be passed on the straight by Jim O'Neill (C-A) and Russ Darnell (Oss).

O'Neill began a series of falls losing his lead position to Darnell, who was followed closely by Zahrt (Oss). Despite mechanical problems, Zahrt passed Darnell after a single lap. After crossing the finish for the win, it was reported Zahrt was left with only second gear.

Electro Series part III

By Danny Raymond

TRABUCO CANYON, CAL., FEB. 2

For the third straight week, Suzuki's Gary Ogden has taken the overall in the Electro Helmet Series. After the third race of the series, Gary Ogden led in points, Chuck Lunde is second, John Hrynkiwicz third, Mark Martinez fourth and Dave Foltz fifth.

Gary Ogden (Suz) pulled the pack into the first turn and while Ogden was stretching his lead, John Hrynkiwicz (Mai) was busy making up for a poor start. Within four laps Hrynkiwicz was pushing hard on Mark Martinez (Mai) to take over second. On the last lap, it looked like Hrynkiwicz was making his move but he had to hit his brakes too hard and slid out.

Hrynkiwicz was off to an early lead in the second round until Ogden went rocketing by. With only two laps to spare, Chuck Lunde got by Dave Foltz to take over third. On the last lap Martinez dropped out with a seized Maico.

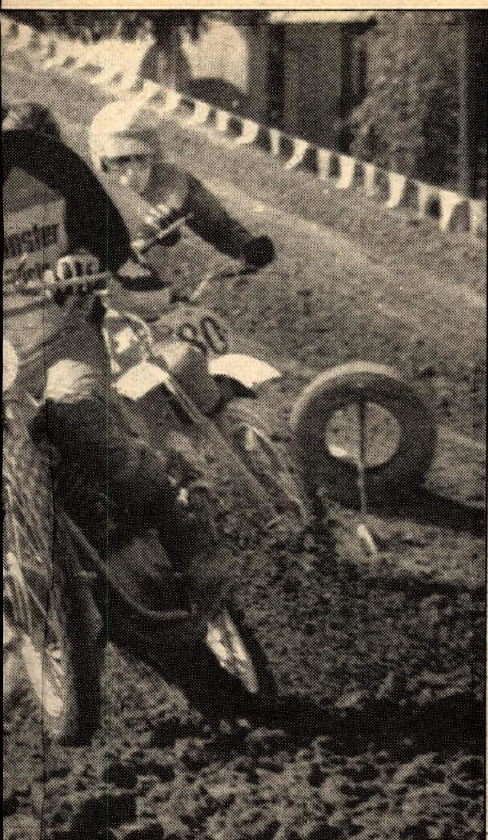
Gary Ogden led the final moto from start to finish. John Hrynkiwicz rode into another comfortable second and again Lunde waited until the fifth lap to get by Foltz for third.

Moapa to Vegas goes to Tibblin

MOAPA, NEV., JAN. 18

The Groundshakers laid out a demanding 140 mile one-way course which included sections of the old Spanish Trail, soft sand, fast washes, steep mountain sides, (straight up and down) part of an old Mint 400 section and some canyons used by the local trials association for Experts only.

The race started on the Valley of Fire Road about 35 miles Northwest of Las



DANNY RAYMOND

Don (T-Bone) Grigsby makes the win look easy in Dist. 37 point-run.

Vegas and wound like a bucket of snakes through some of the meanest desert and mountains in the old west.

Mr. Ken Guid, a very distinguished looking 52-year-old businessman, dressed in a beautifully tailored \$300 brown western style suit, white shirt, and tie and polished cowboy boots came all the way from Big Piney, Wyoming. We all chuckled when he signed up and then told us the suit and boots were his riding outfit! Our joking turned to pure admiration when this fellow rode in to the finish line - ninth overall - with only a small tear in his dirty tailored trousers. His only comment was, "I think I musta hit a rock somewhere out there!"

All 175 riders knew that the Groundshaker race is laid out for Experts and very good Amateurs. There were 15 almost equally spaced check points and three major gas stops. Only 47 riders made all the checks and were regarded as finishers. The rest either hung it up from exhaustion, and a few riders just plain missed some check points (dust no doubt).

D-37 Riders take over Elsinore

By Andi Gangewer

ELSINORE, CAL., FEB. 1

The newest club on the racing scene, Rider's M.C., did a fantastic job in spite of a slick, dry, dusty track and a broken water truck. A new starting procedure was rigged up in the center of the track and it worked superbly. The riders made a sharp left hand turn and then on around the regular T.T. course for a new and interesting challenge.

The 250 Amateur/Expert race was one for the record. Greg Zehner was the overall victor after a hard fought battle. Jeff Springman took the first moto with no trouble, but the real race was for second between Eddie Beeson, Greg Zehner and Mike Tidwell. As the checkered fell it was Zehner and Beeson in that order. Moto two went to Tidwell and Greg took second again followed by Beeson. In the final moto, Beeson snapped out in front but Zehner overtook him and led for the rest of the race. Beeson and Tidwell were pushing but Beeson went down and Mike took second. Overall went to Zehner, Tidwell second and Springman third.

The Open Experts rolled to the line and Don (T-Bone) Grigsby chalked up a big lead right from the start. Steve Miller was second, but not for long, as Steve Fortune roared past on his big 750 Yamaha. Moto two again went to T-Bone and second to Fortune. In the final moto Grigsby got off the line on his 400 Yamaha first and Fortune was right behind. The white flag came out and Steve made his move on T-Bone and got under him. Grigsby didn't like the second spot and just in time for the checkers was back on top. Steve had to settle for second and Charles Petty crossed the line third.

One of the biggest races of the day was the 250 Novice class and Mike Allen was the victor. The first race was pretty well predictable with no close competition. Steve Loomis took the second, followed by Bob Eary. Moto two went again to Mike with a great ride. Allen had to play second fiddle to Steve Loomis in the last moto. Steve Colford on his Bultaco was pushing Allen for second and slipped under him to takeover second spot. As the checkered fell it was Loomis leading the way over Colford and then Allen. Allen held enough points to give him the overall.



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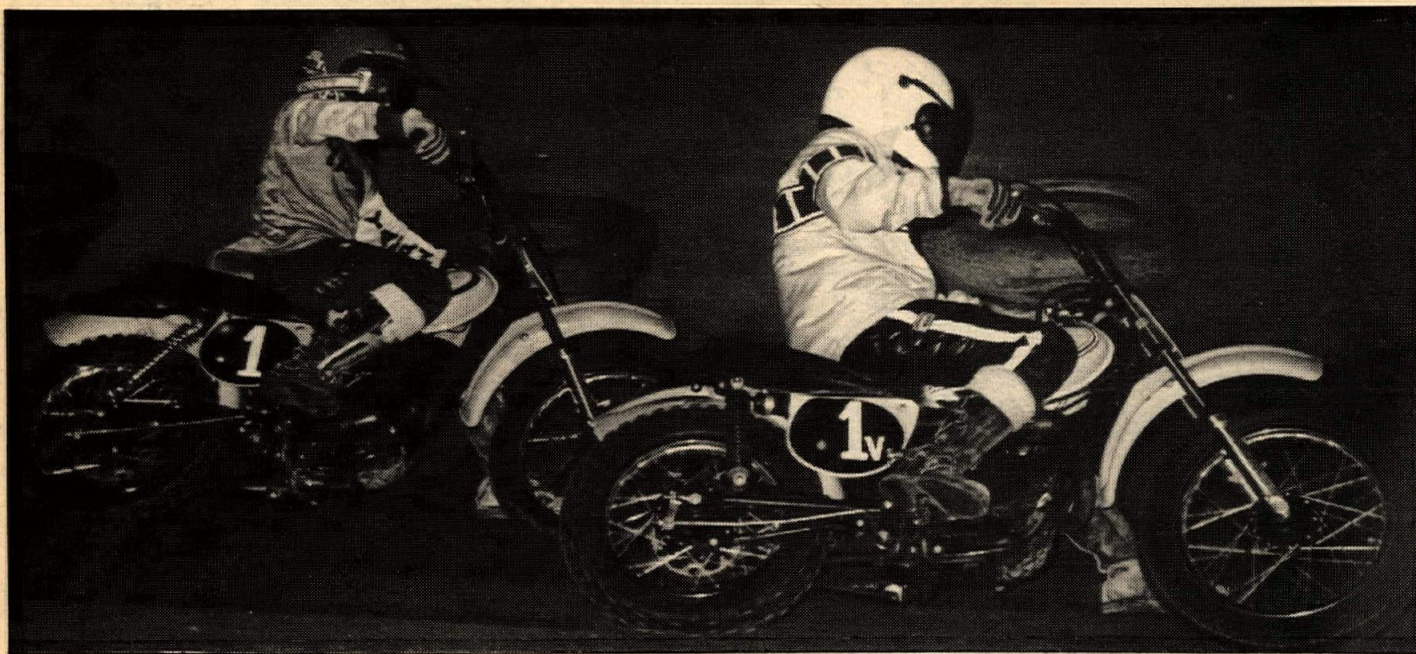
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DAN MAHONY

Scott Fraley and Rodney Rapp jockey for position at Elsinore Raceway.

Cycle World MX Park opener

By Betty Johnson

BULLHEAD, ARIZ., FEB. 1

Cycle World Moto-X Park is located in Bullhead, Arizona right across the highway from the State Park. There is no charge for camping and the river runs right in front of it, so you can fish before and after the races. There are also two boat docks, covered picnic areas and bathroom facilities. You can even walk into town from the track, since it's only a couple of blocks, everything is real close and convenient.

Kevin Welch ended up first 125 Amateurs in his first race on a new Can-Am out of "Goodtimes Cycle," Las Vegas. I still hold my breath when these kids take a jump all corssed up in the air, "grandstanding" I believe it's called? Pete Sheehan in the 250 class didn't look too bad, riding on No. 13 too!

The Pro class of course was exciting as they play for the green stuff! Lenny Giger was doing pretty good but his bike quit on the last moto. Jerry Bagby took the money home in the 125 class.

In the Open class they played games until the third moto and it ended up with Chuck Rush and Ray Hess taking home the money. \$50 for Chuck and \$25 for Ray. Not bad pay for doing your thing! Trophies for this race will be awarded along with the ones for February 15, on March 7, after the day's event at a local family oriented establishment.

Results in Results Section.

Sidehack series opens in mud

By S. Torpey

MOORPARK, CAL., FEB. 8

Eight sidehacks lined up for the first moto at Valley Cycle Park and what turned out to be the shortest series race to date. Heavy rains had fallen on the Southland for most of the week and left the track a mudhole that, in some places, was two feet deep.

After the flag dropped, it only took the Yamaha hack of Holland/Harris one lap to ooze into a comfortable lead which they never relinquished for the remainder of the four lap moto. Four laps? That's all the hacks were able to manage as the steady rain worsened conditions to the point where both the pilots and the passengers had to push up

anything even resembling a grade. Typical of everyone's plight was the team of Palfreyman/Gardner who had both the front and chair wheels locked solid with mud. They finally dragged themselves over the finish line frying a clutch in the process.

The big 750 four strokes were out of their element as the combination of horsepower, weight and tractionless slime slowed them to a crawl. Norbert Monohan, pilot of the 750 Yamaha/Wasp which finished second in year's series, remarked "I might have been able to get around the corners if I had a 2.75 front tire, but with the 3.50 the bike just went straight ahead." However, the hard luck award had to go to Ron Swart. He drove 250 miles to the race only to slide into a three foot ditch at the entrance of the park and almost endo his pickup — he missed the race.

Blose pockets top money

By Larry Owen

PHOENIX, ARIZ., FEB. 8

Racers were treated to a track being run backwards and intermittent showers left it in almost perfect condition.

In the first 250 Expert moto, T.J. Warren (Mon) pulled the holeshot and Bob Blose (Kaw) held second only to be passed by Gary Wells (Hon). Wells berzerked it by Warren halfway into the moto and about the same time, John Imbriale (Hus) took third away from Blose and that's how they finished.

In the second moto, Warren again

proved he had the start wired. He grabbed another holeshot and pulled away from the field for the win. Blose held on to second and John Imbriale moved up from a bad start into third. Wells blew his chance at first overall after he decided to race his 250 in the Open Expert class and it seized. First overall honors went to Warren, who is making a tremendous comeback after extensive leg injuries.

Bob Blose took a second overall in the 250 class and a win in the 125 and Open classes. He took home \$190 total for his day's efforts. John Imbriale picked up second in the 125 and third 250.

Forehand takes upperhand

By Andi Gangewer

ELSINORE, CAL., JAN. 31

Jim Forehand proved his point in two classes at Elsinore Raceway. Armed with a 125 Honda, he took the trophy in both the 125 Novice class, and the Special Novice Expert class.

Forehand had no trouble winning every moto in the 125 Novice class. Terry Singleton, also Honda mounted, followed Jim in for second. In moto two Ed Gabler maneuvered his Yamaha in behind Forehand to snatch second away from Singleton and Tommy Walton finished second behind Jim in the final moto. Walton was second overall behind Jim Forehand, and Terry Singleton was third overall.

Forehand went on to take the Novice trophy in the Special Novice/Expert race. Eddie Beeson was the victor overall and picked up the one Expert trophy. Jim Forehand was third behind Larry Hedstrom (Yam), but first Novice, so Forehand picked up first place points.

Hackers cried the blues at the Dunes. Fried clutches, mud-locked wheels and slippery slime was the order of the day.



S. TORPEY

Desert hotline



DALE BROWN

Co-winner Phil Stumbo doing his bit through this neat downhill corkscrew section.

Schmid/Stumbo score first firsts at DRA Team Race

By Dale Brown

LUCERNE, CAL., FEB. 15

Vance Schmid and Phil Stumbo capitalized on the misfortunes of early leaders to score the overall in DRA's 150-mile Team Race. It was the first overall victory for either rider.

Back at the start, it was Cordis Brooks (360 Bul) who took the lead at the bomb and stretched it out to over a minute by the end of the first 25-mile loop. Tim Bowman (400 CZ) took over for Brooks while Mike Eckhardt (250 Hus) ran in second. The Jamie Avels/Dave Wood team took over third in the pits from Allen Meek and Chris Kallen. Birdie (125 Yam) didn't pit and moved up to fifth. Schmid (250 Yam) had been the last off the start line and his battle up to fifth by the end of the first loop had been so amazing that Stumbo was still making adjustments on his new CZ and the pit crew literally threw Stumbo onto Vance's Mono.

By the end of the second loop, Bowman had worked the lead into a margin of several minutes, despite the CZ's flat tire.

Brooks had lapped all the Beginners by the end of the third loop and then gave the Bul to Bowman who was aboard when the shocks fell apart. That moved Kallen (400 Yam) into the lead, with Stumbo closing on him in second. Meek (400 KTM) took over for

Kallen and was in the process of widening the lead when the swingarm broke. One tube parted company with the rest of the unit, leaving the right shock and the chain to hold things together. The rear wheel was cocked at an incredible angle, but Meek managed to make the ten miles back to the pits. Schmid passed him and built up a minute and a half lead when Stumbo took over for the last loop. Heath Hibbard (400 Yam), running in third, almost caught Meek. Allen made it into the pits, running the last 50 yards to give the bandolier to Kallen. Rick Shirey (500 Yam) started the loop in second place, managed to gain 30 seconds on the leader, but it wasn't enough.

Shirey was in for second, well ahead of Kallen, who had to ride the last loop with only first and third gears left. They were the first all-Amateur team. Birdie and partner Fred Strong finished fourth; first small-bore. Rounding out the top five were Terry Harris and Bryan Bennett (400 Hus) who had worked their way up from about 70th on the first loop.

James Dekoker and Jim Smith (400 Yam) were fifth on the first loop amongst the Beginners. By the third loop, they were leading and won ahead of Jeff Lindsay and Rick Zajic (250 Mon/CZ).

Leslie Klug and Michelle Griffin (Yam/Hus) took the Powder Puff win, almost going the entire six loops. The Minis only went two loops but they battled for the lead all the way with Kelly Kline and Ronny Wilson (Hon) winning by a slim margin.

The recent rains helped the dust problem out a lot and there was traction all over the place, which meant the course got very choppy in a hurry.

Ogilvie aces the Aces' run

By Linda Hecker

RED MOUNTAIN, CAL., FEB. 15

Bruce Ogilvie quickly took the lead and managed to hold it to the checkered flag. Sled Rider Brent Wallingsford was hot on his tail with Mike Edmonson close behind. They held these positions until the end of the race with Charles Barney coming in fourth. These top riders had spread quite a distance between them and the rest of the pack by the time they came through the pits.

Trailbike rider Charles Hamill won his class with a fantastic 40-bike lead over the next trailbike. Charles managed to get 36th overall this weekend. Darren Kelsey and Jeff Bennington later came in for second and third place. Jeff was first Amateur Trailbike.

Bill Odem deserves a pat on the back for this week's ride. Between the pits and the checkered flag, he managed to move up in position 28 places. This entailed passing four other Senior Novice riders to finish first in his class.

The Amateur/Expert and Novice classes both started the same time but had separate bomb runs that led them into the Four Aces' figure eight course.

If you recall, Desert M.C.'s race had a bit of trouble with other clubs providing extra starting banners to add a bit more excitement to the start. The Four Aces had a cure for that kind of prank. Any club that dropped their banner at the start of the race would have all of their riders disqualified. It was simple and effective.

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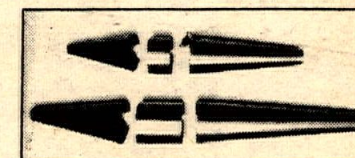
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"Here I come"

Gaylon Mosier



By Jody Weisel

He arched into the air in a slow cartwheel. His limp body loosened at 50 mph and hit the water like an eruption of Vesuvius. Steve

Stackable carved a radical angle in his big white ski boat and anxiously searched the foaming water. Two minutes later, Gaylon Mosier was again astride the bouncing, bucking and careening truck inner tube. Stack would power the boat up to full throttle and when it stuttered under the load peel off to the right. At the end of a 40 foot rope, Mosier and the tube would rifle, as though a skipping stone, across the wake at over 50 mph. The tube would cleanly vault off the curling wake and Gaylon would toss in a clicker, catch an edge and again catapult like a rag doll into the concrete blue water.

If it seems like a foolish off-season risk for a professional athlete to turn himself into a human water spout, then consider the fact that the next day was a working day on the 250 National tour.

Mosier, 22, has turned his love of life and dominance of the motocross tracks of the nation's most populous state into a kind of legend — A California kid. Had Gaylon come to his Southern California heights five years ago when motocross was measured by performance in California he would be King. No racer anywhere has better captured the essence of the name 'Local hero'. Mosier's positively staggering victory record in the intensely competitive west coast racing milieu would have set him head and shoulders above everyone in 1971. But it is 1976 and the lean, good-looking rider has foregone the rewards of local idolatry to chase the elusive number one plate. Last year, Gaylon and his mechanic, Rick Jones, put 50,000 miles on his van, came home to the Huntington Beach house he shares with Gary Semics only three times all season, and suffered a bad year. "I had too many breakdowns." He said, "I kept trying, but things kept going wrong."

Five years ago, Gaylon Mosier entered his first race and won. "It was out in the desert. My dad, brothers and I were coming back from the desert and

saw a bunch of people. We said, 'All right, let's go see what it's all about.' It was a race... so I entered my Montesa and won."

Starting a career at 17 years old, in a sport of child stars, is a handicap but Mosier quickly rose to the top. At the 1971 Elsinore Grand Prix, he rode his father's Ossa Stilletto in the Amateur class. Out of a field of over 1,000 Gaylon moved up near the front with the Experts. With only a quarter of a lap to go he ran out of gas.

"I had to push it halfway back through the town. It was burnt. My dad calculated a little bit wrong on the gas," says Gaylon, with a smile. "He said you can make five laps on a tank of gas. I made four and three-quarters." And still he finished 82nd out of 1,000.

The public affection for Gaylon in California, earned by blowing away any national star who tries to invade a California track, is shared by the spectators on the AMA circuit. His relaxed rubber-legged urgency on the track sets the crowd on edge. So does his carefree style off the track. Whether talking to the crowds, joking in the pits or living up to his *Captain Hook* nickname, Gaylon enjoys what he's doing. "I draw the crowd when I ride. I do a lot of weird stuff when I ride, but it's all natural. I like to go for it."

Gaylon, the King of California, had a bad year in 1975. In the 250's he was ninth in the nation, but failed to make any impression on the 500's or Trans-AMA circuit because of mechanicals. To Gaylon the difference between racing locally and national is a giant step. "Mostly it is a matter of being in shape. The average guy is not in shape. You have to be willing to put out and a lot of California guys aren't. That's how I was. I wasn't willing to put out. I was used to going out on a Sunday and making a quick buck. The local scene. Trying to race AMA isn't the same. You have to go into a completely serious thing. At first I wasn't serious and just tried to impress everybody."

"I like to go for it."



PHOTOS BY JODY WEISEL

After three years on the National circuit, Gaylon is serious and Maico Motorcycles, which Gaylon has privately competed on since seeing Ake Jonsson win the 1971 Saddleback Trans-AMA (and a short stint on the Honda Team), had finally recognized his talents. 1976 will see Gaylon with his best sponsorship since the Honda ride. Maico will pay him a small weekly retainer, while Cooper Motors and Wheelsmith Motorcycles will give him all the help they can. Mosier will join John Savitski on the Maico Team.

Ironically, Savitski and Mosier were the only two privateers to make the top ten last year. The importance of being a privateer and having any success can be understood best in monetary terms.

If Gaylon stayed at home and continued to dominate the local races instead of heading east on the AMA circuit, he could make money as often as three times a week in all three classes. And if you're as good as Gaylon Mosier, you either win or break. Gaylon says, "When you ride locally there are guys that want to see you race. To sell stuff for them right there. You can get a pretty good deal going, someone to supply bikes, expenses and entries; but they don't want you to leave and race back east. Because it doesn't do them any good."

The AMA National Motocross circuit pays large purses, but traveling 300 days a year takes giant bites out of the pocketbook. For Gaylon "Whatever I make at the track is what I pay my bills with. That's why I don't make anything. I raced all year and at the end of the year I don't have anything because I've been paying to keep going. I figure there are guys a lot worse off than me. Look

at me. I'm traveling around racing with all these fast guys, World Champions and stuff." It is the lot of the privateer to struggle to make the big time. Start money for the top 15 riders appeals to him, but cutting the purse up into more pieces doesn't. "The winner deserves a lot," says Gaylon, "That's what I'd want if I won."

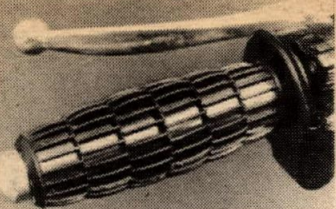
Winning is the name of the game and the successful career that Gaylon believes can last for 15 more years depends on him making his mark. To a serious motocrosser "Fifth in one moto at the U.S. Grand Prix is a lot better than winning everything local."

In the course of the long AMA National Championship grind a rider has to shake off injuries and keep going. Unlike many riders on the circuit, Gaylon rides hurt every week with an injury that can not be shaken. He suffers from arthritis in both shoulders. The arthritis restricts his strength training and makes the day after the race extremely painful. He has overcome another major restriction on his training — smoking. "I smoked cigarettes for seven years. It always plagued me," says Gaylon, "I made myself think that it didn't affect me, but it always has. Now I've quit and I can tell the difference."

"I think everybody is going to see a drastic change in me this year. I feel better. I never get tired. I'm hyper to begin with. I go wide open all day, every day. I've got nothing to hold me back. Here I come!"

"I was used to going out on a Sunday and making a quick buck . . . the local scene. AMA isn't the same."

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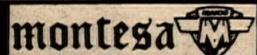
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NORTHERN DATELINE



W. H. SPENCER

Sharing the limelight at Seattle — The Hock and Novice Greg Ferguson.

Hocking hottest at Northwest Indoor Series

By W.H. Spencer

WASHINGTON/ OREGON, FEB. 4-6
Camel Pro Series point leader Rick
Hocking dominated a three race
series of indoor short tracks in the
Pacific Northwest by clean sweep-
ing the non-AMA sanctioned Rainier
Indoor championships in Seattle and
repeating the same hot style in the next
night at the Portland Coliseum. He
appeared to be on his way at the third
race in Corvallis when he crashed trying
to get by Rick Delacy.

Hocking won an extra \$500 for his
efforts, including some extra cash for
the guy who could clean sweep two
nights' operation. Hocking did just that
with fast time two nights, winning two
main events and taking the Portland
trophy dash, worth a cool \$200.

Qualifying had as much drama as any
National with Hocking taking the
Seattle run by nearly 2/10ths and at the
checkered, throwing the motorcycle
away. Thursday night at Portland,
Hocking appeared as the second to the
last man to try the clocks. As he was
pushed into the infield, a quart of fuel
drained when the carb float stuck. Bill
Morgan appeared and took the clocks to
make the program, having borrowed
Hock's spare motor. This allowed

Hocking time to fix and get the crowd
high on its seat backs. The fastest so far
was Gary Tonda with an 8:151.

The first lap was a needed warm up as
the bike was sputtering out the
accumulation of fuel. The green came,
and it was all together. His slide through
the first corner was something to
behold. On the gas sideways down the
back straight, throw it in the back
corner, rip off the throttle WFO and
bingo, a fantastic 8:099!

SEATTLE, WASH., FEB. 4

At Seattle the fastest 40 made up the
money part of the \$1500 with Novices
running separate qualifying heats. The
first ten were all Northern California
guys with Dave Aldana 11th. The fastest
Northwest type was Billy Oliver at 15th
with Gary Davis, Rich Wooten and
Mickey Fay all making the top 20.

The start of the 20 lapper didn't
work at first with lots of moving going
on, putting half the front row in the
cheaters' box including Hocking. When
Bouncing Bob Malley finally gave the
green, the first corner turned into
destruction derby. Super Skivvies Skiver
went down hard enough to shear both
forks in half and the red came out to
the approval of over 14,000 hands
waving in the smoke.

Skiver was given eight minutes to fix,
with some eight wrenches in 16 hands.
A spare motor was delivered in about 30
seconds, the bad forks were ripped out
and replaced in just under four minutes.
The restart let the cheaters back in their
original spots and it was all over but the
booing. Hocking led out with Eklund
and Scally in tow, but Hansen missed

the turn into Morgan and played a good
dead role. Restart No. 3 was the good
one.

Hocking still had no troubles. Hansen
did, but kept on trucking with Junior
Mickey Fay bumping and sliding all the
way to second in front of Hansen.
Eklund got moved over for fourth in
front of Aldana and Scally. Score one
clean sweep for the Hock.

PORTLAND, ORE., FEB. 5

It was the fourth year in a row for the
race, but it was another promoter
involved. With some help from the
International Raceway Parks people
from the night prior, Mort Becker and
the AMA crew had it much more
together. Signups were fast and a tech
crew for mufflers was more than
lenient.

Practice was fast and furious but
everyone got lots and the \$3000 up for
grabs had gotten everyone enthused
John Gennai had rebuilt his Bul that
exploded the night before, Steve Eklund
was changing motors and the
aforementioned Bill Morgan was flying
around digging up tools and parts to
change to a Hocking spare. All in all,
everyone was trying to help each other
out and it was a good working
relationship.

In the Novice Main, a 20 lapper, the
new light-start system seemed to work
well for some and not so well for others.
Frank Borba started the lights but in
trying to go from the outside to the
pole got knocked wide, giving Tavis the
lead over Ferguson and McClain. Tony
Alves got caught in the elbow crowd
along with Delacy. Delacy got the

(Continued on page 23)

What the Feds don't know can hurt you . . .

*Stalking the corridors of power,
hallways of influence, &
broomclosets of persuasion
in search of enlightenment*

By John Huetter

Washington D.C. is a place where your power level — within the many-layered political process — is read and weighed like a Beverly Hills Rolls Royce dealer evaluates your bank balance. And the results are often the same. If you've got it, you're in. If you don't . . . well, there's this kind of attitude of "What are you doing here?" In effect, an institutional sneer.

My appointment to the Transportation Advisory Committee of the Federal Energy Administration garnered me a plane ticket two months back and a nice letter from energy czar Frank Zarb inviting me to come "advise". What my quick and tentative venture into the policy-making arena revealed to me is that people who relate to motorcycles don't have any power, minimal influence on Administration policy-making, and persuasion at the nuisance level — largely after the fact in attempts to lessen the negative impact of the new law or policy. Damn little of that, even.

There are two reasons for the ineffectiveness of motorcycle interests, and a third, more subtle one which is the reason I sat down to write still one more of these long, wordy articles without any snappy pictures that you usually skip over on the Op-Ed pages of "Cycle News." You know, the ones with the general theme: "We've gotta get organized" or "Stop the government rip-off!"

First, motorcyclists have historically been unorganized (it's not a team sport), kept a low profile, and had little visibility or interest to the general public. In only five years motorcycling's profile has become highly and sharply etched on the public consciousness, one way or another, but is still unorganized,

often with very narrow and conflicting definitions of self-interest within the disorganization. It's still not a team sport.

Second, the American motorcycling industry is largely non-American. It is therefore an easy target for regulation and prohibition either by Executive Order or by the Congress because it's not terribly obvious that such restrictions "are taking away American

jobs": one of the most sacrosanct of congressional sacred cows. On top of that, the major importers from Japan have a national tradition of industry acquiescing to government.

What must confuse the Japanese manufacturers is that they have not been invited to help in formulating the decisions on either a formal or informal basis since that, very crudely, is how

(Continued on page 23)

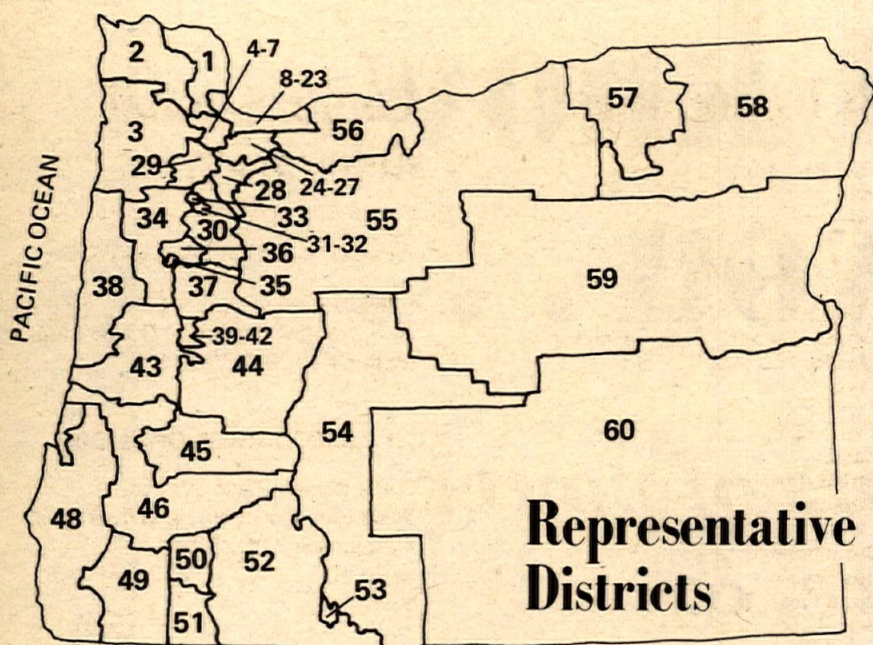
Multi-front Action Manual

You riders in Idaho and Oregon, see inside for your state's legislative guide: names and addresses of your local representatives keyed to district maps of your state. Save them, as sure as death and taxes you'll need them sometime soon.

When it comes down to a political row, you've got nothing but a list of addresses in your hand if you're not dialed in to the one or more organizations in your state that try to stay ahead of the legislative/administrative steamroller in your behalf. In Idaho, one such organization is the Idaho Trail Machine Assoc., Inc., P.O. Box 1023, Twin Falls, Idaho 83301. With upwards of 500 members, their main effort has been directed toward speaking for off-road riders before the various land-management agencies. They are also our source (thanks, guys) for Idaho's legislative guide.

In Oregon, it appears that the state dealer's association has been at least semi-active in times of crisis. So one of the first places to become aware is your favorite dealer's shop. At least you'll learn how aware that particular dealer is and how interested he/she is in your right to ride. Further info on Oregon's government structure can be had by sending \$2 to the Office of the Secretary of State, Rm. 122, State Capitol Bldg., Salem, OR. 97310, and asking for a copy of the Oregon Blue Book.

OREGON



State Representatives

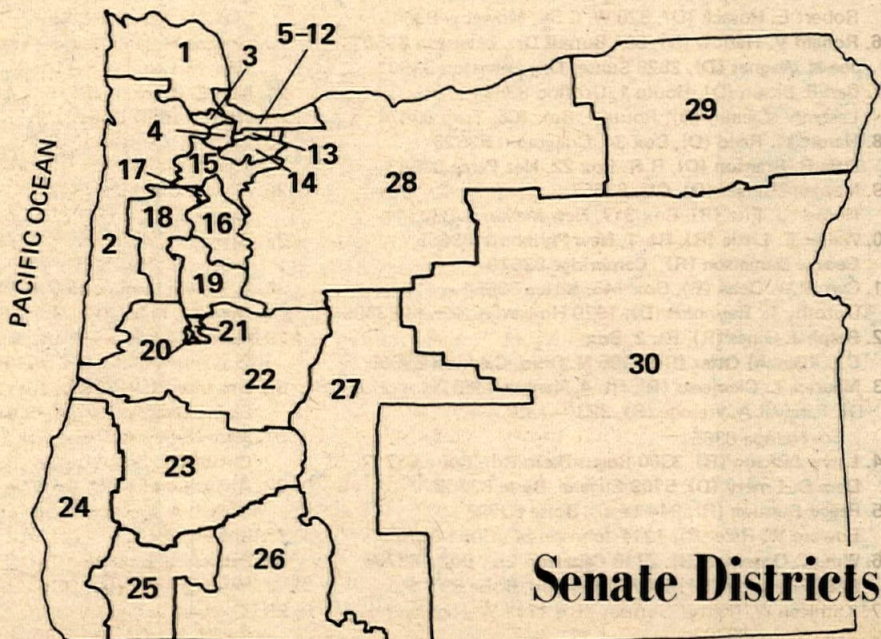
NAME	ADDRESS	DIST.
Akeson, Harvey, (D)	12321 NE Glisan, Portland 97230	22
Blumenauer, Earl, (D)	7317 S.E. Woodward, Portland 97206	11
Bonebrake, Richard (D)	Rt. 3, Box 150, Roseburg 97470	46
Bunn, Stan (R)	Rt. 2, Box 267, Dayton 97114	29
Burrows, Mary M. (R)	3105 Firwood Way, Eugene 97401	41
Byers, Bernard (D)	3221 S. Main Rd., Lebanon 97355	37
Cherry, Howard L. (D)	1602 N. Willamette Blvd., Portland 97417	14
Chrest, James H. (D)	9112 N. Kimball Ave., Portland 97203	15
Davis, Drew (D)	10812 SE Stark St., 14, Portland 97216	20
Densmore, Al (D)	1909 Roberts Road, Medford 97501	50
Dereli, Margaret U. (D)	260 15th St. SE, Salem 97301	32
Fadeléy, Nancie (D)	260 Sunset Dr., Eugene 97403	42
Ferguson, Bill B. (D)	1379 S.E. 40th, Hillsboro 97123	4
Forbes, Clinton D. (R)	755 West Hills Way, Salem 97304	33
Frohnmayr, Dave (R)	2875 Baker Blvd., Eugene 97403	40
Gilmour, Jeff L. (D)	Rt. 1, Box 108, Jefferson 97352	30
Grannell, William N. (D)	438 Northwood Rd., North Bend 97459	47
Groener, Ralph (D)	210 Elmar Dr., Oregon City 97045	27
Gustafson, Richard (D)	16901 S.E. Division, Portland 97236	21
Gwinn, William F. (R)	2900 Lawnridge, Albany 97321	36
Hanneman, Paul A. (R)	Rt. 2, Box 16, Cloverdale 97112	3
Johnson, Cecil L. (R)	3515 Upper River Rd., Grants Pass 97526	49
Johnson, Sam (R)	415 S. Canyon Dr., Box 356, Redmond 97756	54
Jones, D.E. (R)	1461 N.W. 3rd Ave., Ontario 97914	60
Kafoury, Stephen (D)	1905 N.E. 16th, Portland 97212	13
Katz, Vera (D)	1214 N.W. 25th Ave., Portland 97210	8
Kerans, Grattan (D)	165 N. Polk St. 14, Eugene 97402	39
Kinsey, Lloyd (R)	2122 N.E. Alameda, Portland 97212	18
Kulongoski, Ted (D)	1960 Graham, Eugene 97405	43
Lang, Philip D. (D)	7330 S.E. 42nd Ave., Portland 97206	10
Lindquist, Ed. (D)	5187 S. E. Rinearson, Milwaukie 97222	26
Magruder, Dick (D)	Rt. 2, Box 36, Clatskanie 97016	1
Marsh, Tom (D)	12060 S.W. Butner Rd., Portland 97225	5
Martin, Roger E. (R)	13750 S.W. Knaus Rd., Lake Oswego 97034	24
Marx, Robert (D)	Rt. 1, Box 64C, Monmouth 97361	34
Duff, Jack (R)	Adams, Oregon 97810	57
Mitchell, Cleatis Gerald (D)	243 Granite St., Ashland 97520	52
Morris, Brad (R)	516 Glairgeau Circle, Medford 97501	51
Myers, Hardy (D)	132 N.E. Laurelhurst Pl., Portland 97232	19
Otto, Glenn E. (D)	1225 E. Columbia, Troutdale 97060	23
Patterson, Ed (R)	1608 Second St., LaGrande 97850	58
Paulus, Norma (R)	3090 Pigeon Hollow Rd., S., Salem 97302	31
Peck, Grace Olivier (D)	2324 S.E. Ivon, Portland 97202	12
Priestley, Wally (D)	2207 N.E. Ainsworth St., Portland 97211	16
Ragsdale, Mike (R)	14250 S.W. Rochester Dr., Beaverton 97005	6
Rieke, Mary W. (R)	5519 S. W. Menefee Dr., Portland 97201	9
Rijken, Max, (D)	1250 N.W. Lake, Newport 97365	38
Rogers, Bill (R)	Box 14, Vida 97488	44

Simpson, Max (D)
 Starr, George W. (D)
 Stevenson, Ed. (D)
 Stults, Robert M. (R)
 Sumner, Jack (D)
 Van Vliet, Tony (R)
 Walden, Paul (R)
 Whallon, Glen W. (D)
 Whiting, Pat (D)
 Wilhelms, Gary L. (R)
 Wolfer, Curt (D)
 Wyatt, William W. (D)

Sumpter Stage Route, Baker 97814 59
 909 N.E. 114th Ave., Portland 97220 17
 933 S. First Ave., Coquille 97423 48
 1736 N.W. Beaumont, Roseburg 97470 45
 Route 1, Heppner 97836 55
 1530 N.W. 13th, Corvallis 97330 35
 Route 3, Box 175, Hood River 97031 56
 13340 S.E. Rusk Rd., Milwaukie 97222 25
 8122 S.W. Spruce, Tigard 97223 7
 3869 Madison St., Klamath Falls 97601 53
 458 Monte Vista, Silverton 97381 28
 4529 N.E. Killingsworth 19, Portland 97218 2

State Senators

NAME	ADDRESS	DIST.
Atiyeh, Victor, (R)	7690 S.W. Fairmoor St., Portland 97225	4
Boe, Jason, (D)	2078 Hawthorne, Reedsport 97467	23
Brown, Walter F., (D)	2104 S.W. Wembley Park Rd., Lake Oswego 97034	13
Browne, Elizabeth W., (D)	48242 Laurel Butte Dr., Oakridge 97463	22
Burbidge, Keith A., (D)	4271 Ivory Way N.E., Salem 97303	17
Carson, Wallace P., Jr., (R)	1309 Hillendale Drive, S.E., Salem 97302	16
Cook, Vernon, (D)	519 N.E. Fourth, Gresham 97030	12
Fadeley, Edward N., (D)	260 Sunset Drive, Eugene 97403	21
Groener, Dick, (D)	15014 Woodland Way, Milwaukie 97222	14
Hallock, Ted, (D)	4137 S.W. 6th Ave. Dr., Portland 97201	5
Hanlon, Charles J., (I)	Route 1, Box 221, Cornelius 97113	1
Hannon, Lenn, (D)	431 Lit Way, Ashland 97520	26
Heard, Fred W., (D)	212 High Street, Klamath Falls 97601	27
Howard, Norman R., (D)	5230 S.E. 37th Ave., Portland 97202	7
Jernstedt, Kenneth A., (R)	911 Pine Street, Hood River 97031	28
Lang, Loyal, (D)	6139 S.E. 13th Avenue, Portland 97202	6
McCoy, William, (D)	6650 North Amherst Street, Portland 97203	8
Meeker, Anthony (R)	110 Rosedale, Amity 97101	15
Ouderkirk, W. Stan, (R)	233 S.E. Penter Lane, Newport 97365	21
Potts, E.D., (D)	754 N.E. Madrone Street, Grants Pass 97526	25
Powell, John, (D)	Ackerman Road, General Delivery, Halsey 97348	19
Ripper, Jack D., (D)	Box 489, North Bend 97459	24
Roberts, Betty, (D)	927 Boise Cascade Bldg., Portland 97201	10
Roberts, Frank, (D)	11690 NE Klickitat, Portland 97220	9
Roberts, Mary, (D)	105 SE 84th, Portland 97220	11
Smith, Robert F., (R)	771 Ponderosa Village, Burns 97720	30
Thorne, Michael G., (D)	Holdman Route, Pendleton 97801	29
Trow, Clifford W., (D)	1810 N.W. 27th, Corvallis 97330	18
Whipple, Blaine (D)	8455 S.W. Brookridge, Portland 97225	3
Wingard, George, (R)	2323 Fairmount Blvd., Eugene 97403	20



IDAHO

Legislative Districts by counties

Congressional delegation

2nd U.S. CONGRESSIONAL DIST.

Congressman George Hansen
1125 Longworth House Office Bldg.
Washington, D.C. 20515

1st U.S. CONGRESSIONAL DIST.

Congressman Steve Symms
1410 Longworth House Office Bldg.
Washington, D.C. 20515

Senators

Senator Frank Church
245 Russell Senate Office Bldg.
Washington, D.C. 20510

Senator James McClure
2106 Dirksen Senate Office Bldg.
Washington, D.C. 20510

State Senators

DIST. NAME & HOME-DISTRICT ADDRESS

1. Kermit V. Kiebert (D), Hope 83836
2. Art Manley (D), 1109 - 11th St., Couer d' Alene 83814
3. C.C. "Cy" Chase (D), 201 - 11th St., St. Maries 83861
4. Arthur P. Murphy (D), Box 554, Mullan 83846
5. Irvail M. Snow (D), Route 1, Moscow 83843
6. Mike P. Mitchell (D), 316 Skyline Dr., Lewiston 83501
7. Claud R. Judd (D), Rt. 3, Orofino 83544
8. E. H. Jack Tacke (D), Cottonwood 83522
9. David Little (R), Box 68, Emmett 83617
10. Larry E. Craig (R), Midvale 83645
11. W. Dean Abrahams (R), 1802 S. Montana Ave., Caldwell 83605
12. Leon H. Swenson (R), Rt. 1, Box 2121, Nampa 83651
13. Phil E. Batt (R), Central Cove, Wilder 83676
14. Vernon K. Brassey (R), 3200 Treasure Dr., Boise 83703
15. Edith Miller Klein (R), 1732 Warm Springs, Boise 83702
16. Lyle R. Cobbs (R), 7211 Court Ave., Boise 83704
17. H. Dean Summers (R), 100 E. Braemere Rd., Boise 83702
18. James E. Risch (R), Rt. 3, Boise 83705
19. Walter H. Yarbrough (R), Grandview 83624
20. James Ellsworth (R), Leadore 83464
21. John T. Peavey (R), 904 - 10th, Rupert 83350
22. J. Wilson Steen (R), Drawer "B", Glenns Ferry 83623
23. James A. Yost (R), Box 37, Wendell 83355
24. John M. Barker (R), Rt. 4, Box 305, Buhl 83316
25. Richard S. High (R), 802 Sunrise Blvd. N., Twin Falls 83301
26. Robert (Bob) Saxvik (D), 1319 W. 16th St., Burley 83318
27. Stan Kress (D), Box 5, Firth 83236
28. E.W. (Dick) Smith (R), 74 Ash, Rexburg 83440
29. J. Marsden Williams (R), 1776 Camrose, Idaho Falls 83401
30. Dane Watkins (R), 2975 Fieldstream Ln., Idaho Falls 83401
31. Richard A. Egbert (D), Tetonia 83452
32. Reed W. Budge (R), 231 First E., Soda Sprs. 83276
33. Lester A. Harvigsen (D), 255 E. 155 S., Malad 83252
34. Robert C. Kinghorn (D), 1125 N. Garfield, Pocatello 83201
35. Chick Bilyeu (D), Rt. 1 N., Box 48, Pocatello 83201

State Representatives

DIST. NAME & HOME-DISTRICT ADDRESS

1. Don Maynard (D), Clark Fork 83811
- Marion Davidson (D), Rt. 1, Bonners Ferry 83805
2. Gary J. Ingram (R), Post Falls, Box 13 83854
- C.W. Neider, W. 210 Neider Ave., Couer d' Alene 83814
3. B.E. (Bud) Lewis (R), Route 3, St. Maries 83861
- Emery E. Hedlund (D), 1746 Main Ave., St. Maries 83861
4. Thomas M. Snyder (D), Star Route, Kingston 83839
- Dorothy McCann (D), Box 618, Wallace 83873
5. Norma Dobler (D), 1401 Alpowa St., Moscow 83843
- Robert E. Hosack (D), 820 W. C St., Moscow 83843
6. Ronald V. Harlow (D), 604 Burrell Dr., Lewiston 83501
- Joe N. Wagner (D), 2828 Sunset Dr., Lewiston 83501
7. Carl P. Braun (D), Route 1, Orofino 83544
- Lester V. Clemm (D), Route 1, Box 105, Troy 83871
8. Harold W. Reed (D), Box 34, Cragmont 83523
- Dale R. Branson (D), R.R. Box 22, Nez Perce 83543
9. Morgan Munger (D), Ola. 83657
- Herbert J. Fitz (R), Box 317, New Meadows 83654
10. Walter E. Little (R), Rt. 1, New Plymouth 83655
- George Danielson (R), Cambridge 83610
11. Carroll W. Dean (R), Box 145, Notus 83654
- Dorothy L. Reynolds (D), 1920 Howard, Caldwell 83605
12. Ralph J. Gines (R), Rt. 2, Box
- C.L. (Butch) Otter (R), 1105 N. Ohio, Caldwell 83605
13. Maurice L. Clements (R), Rt. 4, Nampa 83651
- Dr. Percival A. Wesche (R), 323 - 19th Ave., So. Nampa 83651
14. Larry Jackson (R), 3300 Bogus Basin Rd., Boise 83702
- Dam D. Emery (D), 5109 Eugene, Boise 83702
15. Peggy Bunting (R), 944 Lewis, Boise 83702
- Edward W. Rice (R), 1214 Johnson St., Boise 83705
16. Wm. C. Onweiler (R), 3710 Cabarton Ln., Boise 83704
- Beth Fitzwater (R), 6407 Robertson, Boise 83705
17. Kathleen W. (Kitty) Gurnsey (R), 1111 W. Highland View Dr., Boise 83702

1. Boundary, Bonner
2. Kootenai
3. Benewah, Kootenai
4. Shoshone
5. Latah
6. Nez Perce, Lewis
7. Clearwater, Nez Perce
8. Idaho, Lewis
9. Adams, Boise, Gem, Valley
10. Payette, Washington
11. Canyon
12. Canyon
13. Owyhee, Canyon
14. Ada
15. Ada
16. Ada
17. Ada
18. Ada
19. Elmore
20. Lemhi, Custer, Clark, Jefferson
21. Claine, Lincoln, Minidoka
22. Camas, Gooding, Jerome
23. Twin Falls
24. Twin Falls
25. Cassia
26. Butte, Bingham, Power
27. Bingham
28. Fremont, Madison
29. Bonneville
30. Bonneville
31. Bonneville, Teton
32. Bear Lake, Caribou, Franklin
33. Oneida, Bannock
34. Bannock
35. Bannock

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What the Feds don't know . . .

(Continued from page 19)

they do it with the ruling Liberal Democratic government in Japan. It is virtually impossible for a lobbyist from Honda, say, to realistically exist in Washington, let alone buttonhole a congressional committee chairman and concern him in their production declines like the guy from Ford Motor Company does.

Third, and the part that is hardest to accept, is that there is nobody representing motorcyclists and the industry with the decision-makers. There is nobody who understands how to provide inputs on the levels where Federal policy is actually made. I know this only because I came into contact with the button-pushers and the lever-pullers of Federal Transportation, Energy, and Environment policy during a week of keeping my mouth shut (for a change) and listening — very hard. Nobody who had anything official to do with motorcycles was known to these people. Unaware of the existence or concerns of you who ride, race or otherwise divert yourselves with bikes they are, naturally, trying to resolve the overwhelming problems they have without considering that 1% of the U.S. population who are card-carrying bikers in one form or another.

Some of the brightest, most capable people in Washington, attracted from all parts of the country, are currently working in the above-mentioned areas, particularly in Energy, since that's No. 1 on Gerry Ford's domestic agenda. I get the impression that the same sort of capable, dedicated people who were in State or Defense under Jack Kennedy are now getting tied into energy. One high-ranking official confided to me, "Energy is the hot issue in this town. Everybody who is capable or ambitious wants to be here [FEA]." What also emerges is that large chunks of transportation and environmental policy are being affected by energy agencies and interests. But, without input to the contrary, policy can be developed that screws over large numbers of motorcyclists inadvertently.

For example, it seems quite plausible that a Federal law banning the import or the operation (which amounts to the same thing) of two-stroke motorcycles could come down the line as an anti-pollution measure. Now, unless somebody with high credibility and a good working relationship with the

EPA, FEA, DOT or all of them asks that the law exclude two-strokes sold and used only for competition purposes, racing bikes are going to be included under the law. There is nobody to provide the input that would bring about an exemption for racing. I mentioned that situation to another well-placed, well-meaning civil servant to which he responded, "Oh, are racing bikes all two-strokes?" No, but most of them are. He then wanted to know useful stuff like how many competition two-strokes would be affected, what are the emissions standards currently designed into the racers, areas of highest concentration, etc. Can anybody answer these questions at all? There certainly was nobody in Washington who was known to these people, where they could find answers to questions they weren't previously aware needed asking.

The FEA Associate Administrator for Transportation Programs asked me about that. I muttered something about the AMA.

"Where are they located?" he asked, expecting the address of their Washington office.

My answer: Westerville, Ohio received a reply that was half-laugh, half-snort of incredulity from the three or four officials in the informal discussion. The fact that the locus of motorcyclists' political influence in the U.S.A. was Westerville, Ohio immediately told these people where the two-wheeled scene was really at. It was the institutional sneer.

I looked quickly in a Washington area telephone directory. There was nothing. I did find a listing for the Motorcycle Industry Council the only relevant one under Motorcycles.

"The MIC," the Associate Administrator continued, "I've got to get in touch with them sometime. I need to get some data."

I was floored. Here every interest group even vaguely related to energy use or transportation policy is bombarding

this guy's office with "scientific" reports, economic impact statements, slick-looking handouts and position papers because they know, they really understand where the Administration's energy policy is going to come from, and the main Energy/Transportation interface man mentions that he means to call the MIC. They haven't called him or established a contact that could lead to a flow of information on a regular basis. I'm a little concerned.

I call the MIC office in Washington before the FEA Assoc. Administrator does. The gentleman I talk to is very cordial, invites me up for coffee the next time I'm in town, but no, he doesn't know the FEA officials I refer to, and believes that any Administration nasties can be blocked in the Congress by talking to the right representative. There is a lot of unsubstantiated faith that motorcyclists and the industry will benefit as a matter of course from the on-going Congressional-Executive conflict. We swap some stories about changing images of motorcyclists (A Congressman had his picture in the paper riding a motorcycle) and I hang up even more concerned. I have learned that the MIC person's boss is on vacation, he is leaving right now for same, and that they'd be sure and call the FEA when they got back. This was mid-October. It was revealed to the Advisory Committee that all Federal departments involved in formulating energy policy had a November 15 deadline to get their recommendations into the current package of proposals.

It was apparent to me that motorcycle representatives were not intervening at the right places nor, perhaps, did they understand the urgency of setting up a liaison with the powerful people. These people are not always the same ones who occupy the labeled boxes on the organization charts. To be effective, no matter where you're coming from, you must participate when the policy is being made, when the laws are being drafted. Reliance on congressional persuasion after the fact is stupid because, 1) you've forfeited the best opportunity to influence the shape of our national rules — before they're hung out in open hearings, 2) you cannot count on swaying a Senator or congressman once he's visible, or "your man" may not be there when the bill is reported out of committee or later voted on. Besides, the realities of moving something from idea to national impact are not so simple.

Admittedly, the MIC has a problem. Anytime they say something, they're vulnerable to the accusation that they just want to sell more motorcycles. That perception by others is something they should start changing, for openers, even if it's true. The automakers get away with it, disguised as social concern. The MIC has an even bigger problem.

Two months after I made the friendly suggestion that they establish a line of communication with a civil servant who could, and undoubtedly would, have a significant impact on the motorcycling industry in this country, nobody from the MIC had called the Federal Energy Administration's Office of Transportation Programs. The Assoc. Administrator would still like to talk with them. It's a sad situation when he has to initiate the contact.

So there is no consideration being given to increasing the role of motorcycles as part of a petroleum-saving vehicle mix. Nobody even has the idea that competition bikes might be exempted from two-stroke engine regulation or eventual prohibition. In fact, at a time when individuals in motorcycling are complaining about all the increased interest manifested in the form of restrictions that they are encountering, there seems to be no appropriate activity by or for motorcyclists at the Federal policy-making levels.

Does motorcycling and its enthusiasts deserve such lack of quality

representation? Most of us don't understand what's happening — why everybody is suddenly picking on bikers. We end up confused, hurt, and angry, reacting with pointless, juvenile statements via bumper stickers advising the Sierra Club to "Hike to Hell". Besides raising some interesting questions of religion and metaphysics, does that level of political activity show where motorcyclists' heads are really at? People who get well-paid to act in their best interpretation of the public interest don't even want to hear that kind of noise.

I look around me at the Advisory Committee meeting. The president of Greyhound, Inc., vice-presidents of Delta and Flying Tiger Airlines, Head of Engineering for Chevron are there, to my left: staff attorney for the National Environmental Defense Fund, to my right, Chairman of the California Assembly Transportation Committee (who is basically anti-internal combustion engine; understandable since he represents the Riverside area whose major import is smog). Most are there, clearly and specifically, to advance or protect their own industry's interest — at minimum, advise against their being screwed over. Again, I propose consideration of a federal excise tax that would encourage small-engined vehicles or discriminated against big-engined ones (e.g. over 2000cc). The committee looks back stonily. These corporate Veeps don't want to hear that kind of thing out of the bearded long-hair from California. They have a heavy investment in the continuing production of big engines — at least, many of them do. The rest aren't ready to make waves.

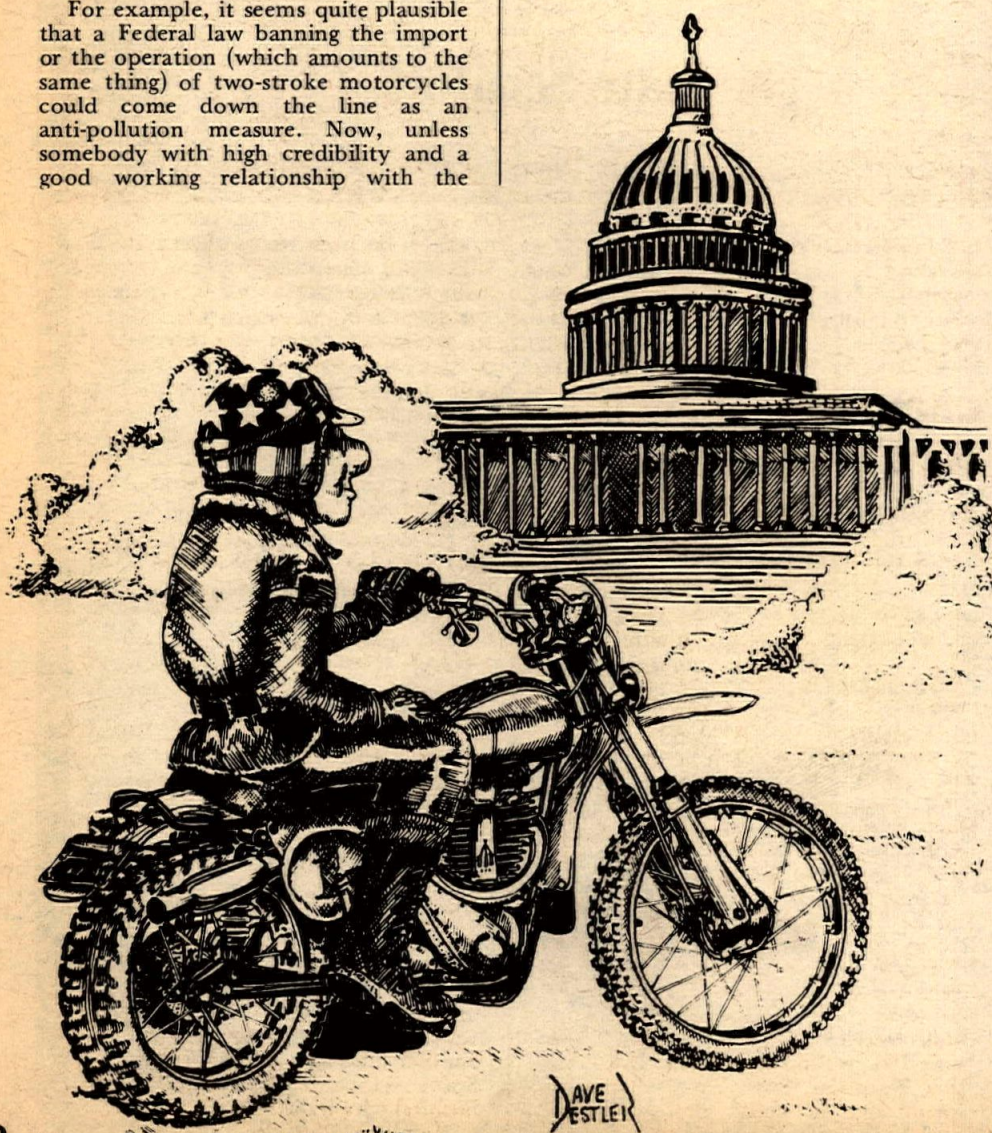
I am not in the motorcycle industry. Nobody gives me incentive, financial or otherwise to advance such suggestions at a place where they might get noticed. The FEA officials, it turns out, are interested even if the other industry reps aren't. They are working on such programs, though having problems with Bill Simon's "free market" champions at the Treasury Department. I am left wondering why the AMA or the MIC or some obviously non-existent body representing two-wheeled motorized things hasn't lobbied for such a tax program, or anything else favorable to bikes for that matter. None of these people have found the right doors to knock on...at least where the energy-transportation area is concerned. Ironically, the FEA Assistant Administrator commutes to work on a motorcycle.

I hear some very sharp, capable people who do understand the "way things work in Washington" and the rules for making it happen. I listen at the not-to-be-underestimated Washington cocktail parties, finding out how information is often conveyed and leverage achieved to affect a decision. Other interest groups are capably and credibly represented.

Frankly, I do have no driving bias toward motorcycle protectionism. I am ill-equipped to fight in the political arena, so far, and can only hurt my credibility by being branded as a rabid biker. But I see no evidence that any of the people who do evidence such interests, and in many cases are paid salaries to promote motorcycling's interests, understand how to do it with any effectiveness.

The Professor from M.I.T. (whose bailiwick is rapid transit) winds the meeting down gracefully, with appreciation for the rules. I sit back, stacking about six inches of papers and handouts before me, wondering if I'm supposed to be the motorcycle guy on the committee — a role that certainly would come second to my concerns for national energy independence, should there be a conflict or a tradeoff. Even then, it's not a role I really want since it inherently limits my already questionable impact.

Frankly, you deserve better. Don't you?



(Continued from page 18)

moves going right despite the shoulder problem and proceeded from sixth to second inside of five laps.

The race for first was between Tavis and Delacy on the Team Cancelli Yamaha. Four laps from the end Delacy was within a bike length and Tavis was fighting to get by Goar. Finally John put a wheel in and took both a bit wide, leaving Delacy still looking at Goar. It took the last lap to make the pass and no chance for a shot at the fast fleeing Tavis. A slight ruckus developed in the pit afterward as little Tony Alves felt that the back markers had cost him a fourth.

Hocking beat the pack out with Tonda leading Scott Pearson and Chuck Miller. It was a Hocking benefit as with each lap, the \$500 bonus for grand slamming the two nights just got closer to the bank account. Miller got under Pearson on the fourth lap as Tardiff unloaded at the other end of the track. By the ninth lap, Gennai had worked up to third and Miller crashed on the same elbow as the night before.

Five laps later, Gennai stopped working hard on Tonda and Pearson on the Jensen Cycles Suzuki took back fourth. Moving up also was Superman himself looking more like a regular indoor rider than the Dave Aldana that crashes so often.

For the checkered, score another one for Rocky Cycles and the Hock. On to Corvallis, where the third race could have put an extra \$200 into the Hock's pocket. It didn't.

CORVALLIS, ORE., FEB. 6

The Benton County Fairgrounds is an entirely different trip from the first two races. The track is a small dirt affair, set in an indoor rodeo area with seating for about 500 and cold enough this day to keep the cameras in the bag and warmth in the bod.

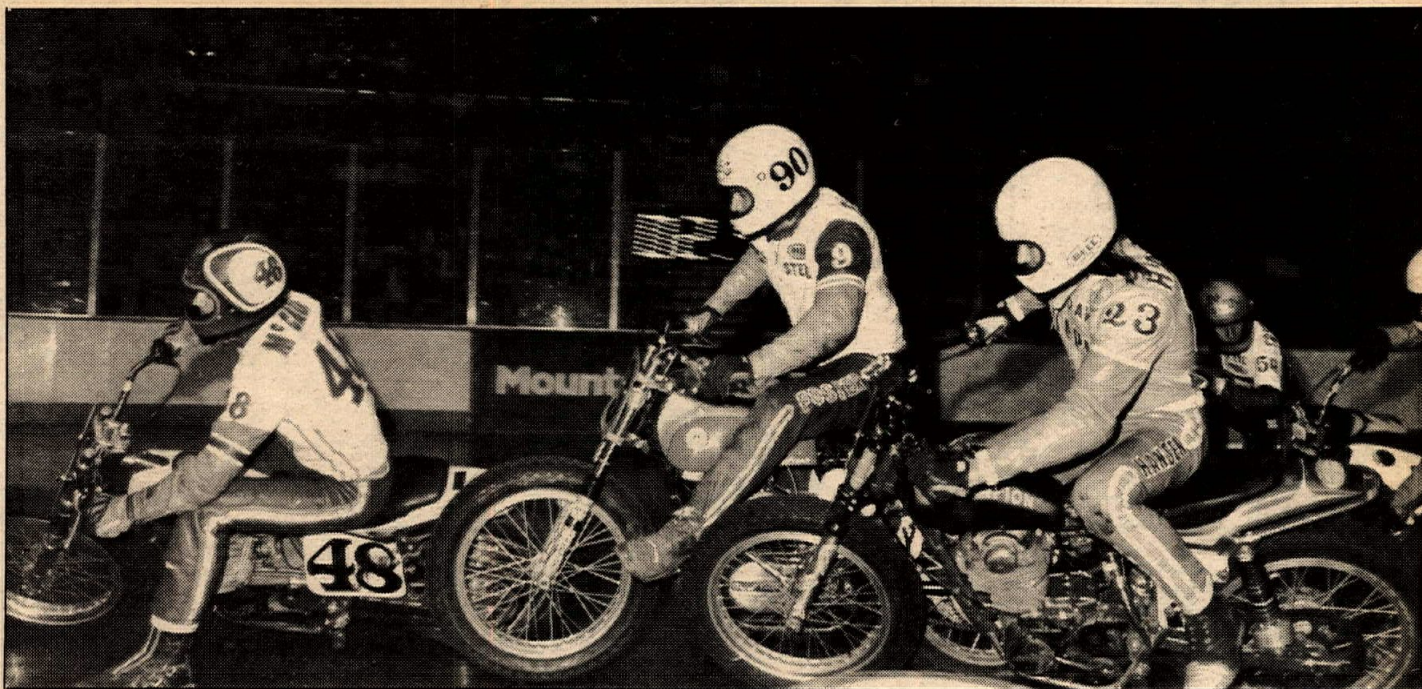
The track broke up a tad in practice but a good job was done before the 15 qualifying heats were run. The number seems a lot but there were only a maximum of six guys in each event with the first two going directly to the Semis.

Rick Delacy, the top rated short tracker in D-36, won the first heat with ease over Rich Oliver in the second fastest of the night. John Heeter took the third with McCaul second, while Gary Tonda did his routine in the second heat, taking Randy Scott who was riding Delacy's 250 Yamaha. Ted Davidson switched to the Pete Pestoni Bul for tonight, leaving out a disgruntled Rob Morrison, and won the fourth heat over Paul Bostrom on the other Moto-Villa. Nick Nazzisi finally got a win together in the fifth heat over lovely Tammy Sessions. Being good looking and a fast racer sets one's heart a flutter.

On the first attempt at an Expert Main, it was Miller over Gennai and Davidson, but on the second lap, Rod Spencer and John Heeter went down in a tangle in the number two corner.

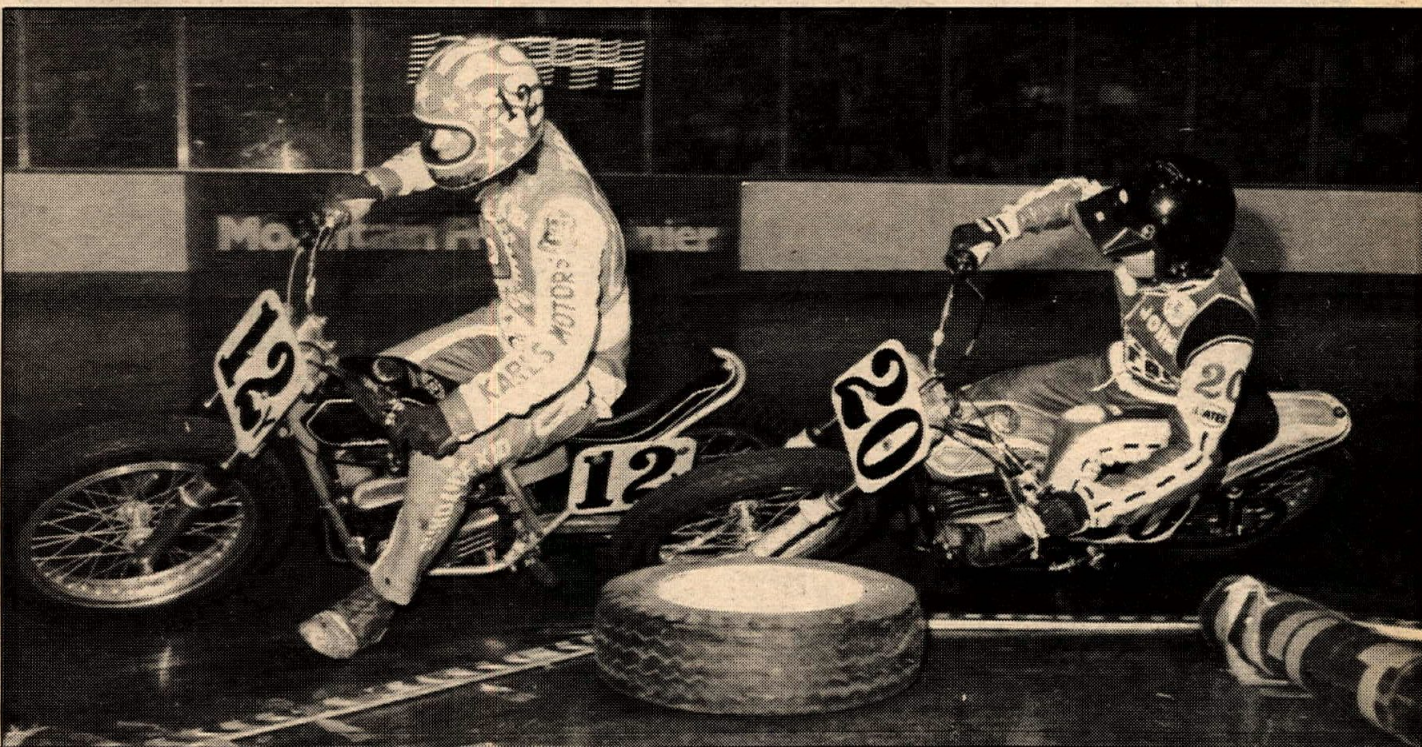
A restart produced the same order in the first corner, but on the second lap Gennai showed Miller the way and Chuck resigned himself to follow. At twelve laps the only real change was in Frank Adamo running a close third over Davidson and McCaul. By this time the pack was starting to be lapped and sure enough, with Gennai a good straight ahead he tried to go under two back markers and fell. In the process of trying to extricate John, a young infield man pushed the motor up and out right into McCaul who tumbled, but received a nice assist from Gennai who later commented that it was his fault that Pat fell.

Lots of yelling and pointing went on until the checkered as all kinds of riders fell on the last two laps. Hansen got so excited when everyone was pointing to go faster that he thought he had won it. He very nearly did as Miller had troubles getting by a downed Adamo and Ted Davidson was confused as to his spot. It worked out to Miller over Davidson, Hansen and Bostrom got Adamo at the flag.



Traffic jam-up at Portland, with Dave Hansen and Steve Foster both ready to step off.

John Gennai (20) really getting into (and under) the competition.



PHOTOS BY W. H. SPENCER

Motocross with Owyhee MC

- always a gas !

By Marty Gregory

BOISE, ID., FEB. 1

The Owyhee Motorcycle Club of Boise, Idaho is gearing up for the 1976 racing season by featuring Sunday motocross.

The day's double winner was Kenny Gallegos who rode his tricked out Elsie to dominate the 125 Experts ahead of Lou Alter, Jr. (Yam) and John Stone (Hon). In the 250 Expert motos, it was Gallegos again only this time on a KX provided by the Kawasaki man in Salt Lake City. Gallegos look nearly invincible on the track whether he rides one-two-fives or 250s. He's fast!

Another sponsored rider is Larry Buffington (Kaw) who put it to the Open Experts. Larry's hard charging style caught the eye of the same man who provides Gallegos with bikes and Larry has a nice ride as a result.

The Owyhee Club's new president, Howard Lee, and his board have a lot of good things on top for this season. February 8, for example, will find the club down at Murphy to put on a 70 mile cross country. Later this spring, there will be the annual professional

hillclimb and, of course, the big TT weekend is coming up at the end of April.

Richter changes bike, still wins two classes

By Sallee Hilton

SACRAMENTO, CAL., FEB. 1

It didn't take long for Pat Richter to prove that he's just plain fast, no matter what bike he's on. He had everyone convinced when he rode CZ; he confirmed the fact recently on a borrowed Honda, and now is re-confirming it on newly acquired 250 and 400 KTMs from Pacific Performance. Leading all four 250 and Open Expert motos by a long way, he went home a richer Richter with a king sized share of the \$1185 purse.

Danny "Magoo" Chandler (KTM) and Jim Lesniewski (Hus) were first off the line in the first 125 Expert moto only to tangle wheels and both go down. They managed to get back into the race, but were way behind, racing with each other instead of the pack which was being led by Robert Norton (Hon) and Rick Woodson (Suz). Woodson got by Norton and it would almost have to have been called a tie until Norton

applied the pressure, regaining the lead when Woodson slipped out. Al Hall moved into second with Woodson now running third.

Lesniewski made his comeback by taking the start of moto two and not crashing this time. He stayed out front all the way, being chased by Norton first, then by Jeff Watts (Hus) who moved well past Norton but still did not get close enough to Lesniewski. Norton got the overall win.

Grants Pass indoor shorttrack benefit

By Lynne Diltz

GRANTS PASS, ORE., JAN. 31

The Southern Oregon Motorcycle Association benefit for the high school band trip was definitely a success, despite heavy opposition to the event.

Riders came from as far away as Eugene, Crescent City and Klamath Falls to total 97 entries, a bundle for that small, tight track. There were four heats of Minis, five heats of 100s and three in each of the other classes. One injury was recorded when Medford rider Robbie Speck tangled in turn three with another bike and came out second best. Speck was transported to a Medford hospital with a possible leg fracture.

Results in Results Section.

Neil Keen

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Trey Jorski and his KX test an old ice racing trick at Lake Whitney. It didn't work.

CENTRAL PIPELINE

Presley wins Whitney donnybrook

By Dave Nielsen

WHITNEY, TEX., JAN. 25

Backing up last week's victory at Mosier Valley, Louis Presley again upset Wyman Priddy in another chapter of 125 Expert warfare at Lake Whitney Cycle Ranch. Presley, aboard a Banke-stoked D-FW Honda, appeared at the checkers first in both motos after some serious racing that saw up to four at once shooting for the lead. Eddie Roberts (Yam) headed the first round with Mike Hullett (Suz), Presley, and Priddy close enough to read his leather's label until a half-lap before the white flag, when a stuck ring slowed him. Hullett took over only to blow his engine on the next lap, leaving Presley and Priddy dashing for the finish line. It was Louis' Honda over Wyman's Cleburne Yamaha, with San Angelo Suzuki whiz Mel Newman a close third.

By the second moto, a balmy morning had reversed to a blustery norther, and Priddy was determined to blow by Presley, which he did on the third lap after considerable wheel knocking. Only coincidental I should say, Priddy's front wheel hub fragmented on the next lap, and he barely salvaged his second place finish from Newman, who again came uncomfortably near at the last flag.

In contrast to Presley's battle, Okie Trey Jorski (Kaw) had time to pull crossed-up wheelies, powerslides, and still win the slim Open Expert class, easily outdistancing Tim Riddle (Hus) and Kevin Brown (Yam), while the 250 Expert was a different story. Darrell Hollingshead to take first at 3-1 over John Rubin (Suz, 4-2) and Milson (2-4).

Hollingshead (Hus) kept a heavy hand on the gas and took advantage of the second moto crashes of Mike Jones (Kaw) and Mitch Milson (Bul), who had beat him in the opener. After DNFin the first 125 and 250 motos, Jorski's luck continued in the 250 final, suffering a flat front tire and getting off twice before retiring.

Duffy blasts Bravo

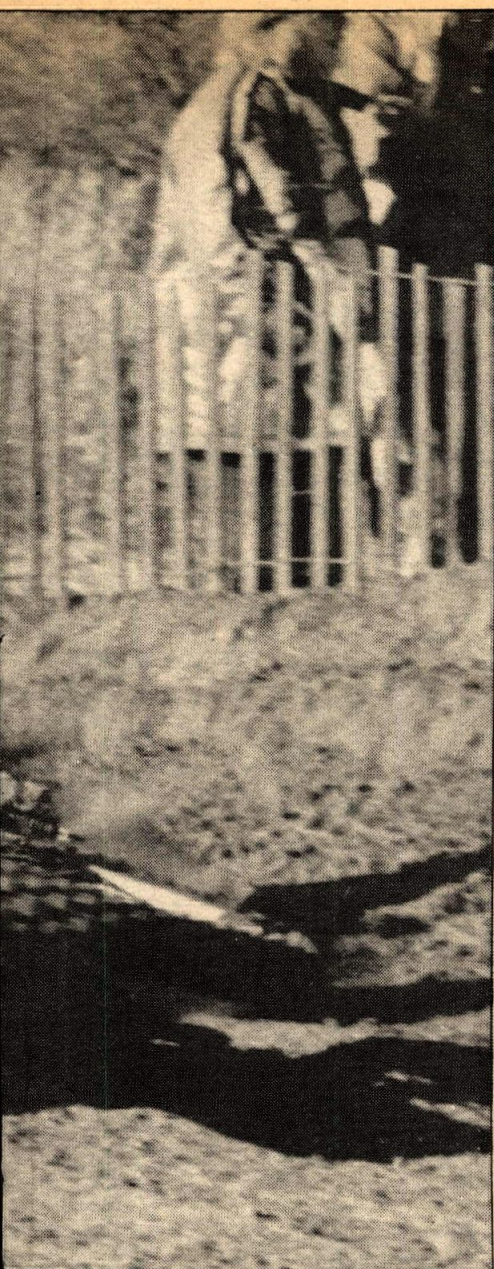
By Mark Knowles

HOUSTON, TEX., FEB. 1

Keith Duffy merged top money victor on this drab Sunday morn-

Light Brown crashes gate to watch son Lance take second 125.





PHOTOS BY DAVE NIELSEN

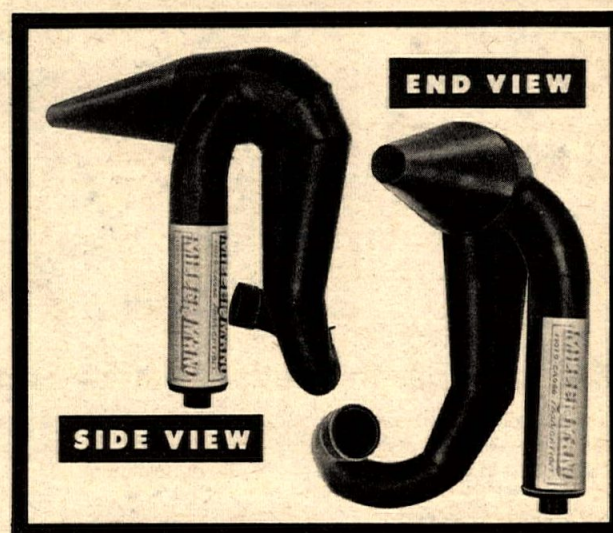
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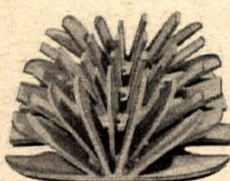
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ing, but not before tasting defeat in the form of Greg Howard in both the 250 and Open Expert classes.

Arthur Prater (1-1) dominated the crowded 125 Intermediate class with such ease that the center of attention developed on the battle for second place. Randy Adams and Don Guillory dived both motos but Adams had the edge at the checkered flag to snag second ahead of Guillory in third.

An unusually small 125 Expert class hit the starting gate with Glen Urquhart out front and pulling away by the third turn. Barry Duncan passed Urquhart at the end of the first lap only to find the race black-flagged. Urquhart go the lead again on the restart and held his lead for a few laps before Duncan once again passed for the victory. Urquhart held position for second followed by Dean Henrickson in third.

Urquhart pulled the holeshot in the second moto for the third straight time determined to stay out front. Duncan was running a strong second followed by Henrickson in third as Urquhart began pulling away. Duncan began closing in the last laps but faded at the end to finish second. Urquhart (2-1) took top honors followed by Duncan (1-2) and third place Dean Henrickson (3-3).

Keith Duffy pulled a fair start in the first moto of the 250 Expert class and then blasted through the pack with ease to win with Randy Choate in second.

Greg Howard grabbed the lead of the second moto and began putting distance on the field, determined to improve a first moto seventh place finish. Keith Duffy was in second but trailed as Howard motored away with time running out. Duffy charged hard, but Howard maintained his position to win the moto with Duffy in second. Duffy (2-1) secured the overall win followed by Randy Choate (2-5) in second, Greg

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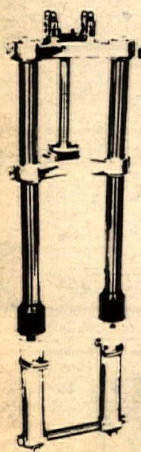
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CENTRAL PIPELINE



MARK KNOWLES

Glenn Urquhart breaks away from Bravo 125 Experts.

Howard (7-1) and Allen Humphrey (5-3).

Greg Howard and Keith Duffy continued their duel in the Open Expert class with Duffy once again merging victor. Bart Batson powered into the lead of the first moto with Howard in second as Duffy found himself stuck in traffic. Howard passed Batson and went on unchanged for the victory. Both Duffy and Randy Hammond moved up and passed Batson as the moto ended. Determined to improve his start, Duffy led the pack through the first turn out front with Howard trailing in the pack. Duffy was untouchable in winning the second moto and the overall victory as Howard was held to second.

Jorski, Wynn in bordertown shootout

By Jack B. Harwood

FT. SMITH, ARK., FEB. 1

In the bordertown of Ft. Smith, where shootouts are a matter of history, the guys from Oklahoma took home the biggest bags of loot. The clash between Arkansan Tony Wynn, tuning up before joining the Florida series, and Trey Jorski, the

fastest Okie of them all, was almost exciting as anticipated. Jorski showed up with three weapons, one for each class. Wynn was strictly a two-gun stylist with two RMs 125 and 370 calibers.

In the opening 125 Expert moto, Tony and Trey played nip and tuck. By the end of the first lap, the pair had pulled away from the pack and traded the lead back and fourth until the coil on Jorski's Husky failed. Wynn coasted in for a victory in the first big battle of the day.

With Jorski out of the 125cc battle for first, Wynn took quick command in the second moto, but his mount also failed him halfway through the race when a rod bearing went out under the frantic pressure. Billy Hatfield, who had finished third in the first moto, saw his chance and made it good for a win and first overall. Craig Johnson, with second place finishes in both motos, clinched second overall ahead of Glenn Snedecker and Donny Weast.

It was Jorski's turn to win the 250cc Expert contest. But not before losing the first moto to speedy Bobby McDaniel. Jorski's fuel line popped off twice, but he berserked past the entire field with McDaniel in his sights at the flag.

In the final 250 moto, Jorski got the holeshot and kept the lead to the flag. In the meantime, McDaniel was

Tony Wynn, the flying farmer from Big Flat, lost small and won big.



JACK B. HARWOOD

counting his second place money until he banked his Bultaco off a deep rut and into a tree. By the time Bobby got going, he had to settle for third overall behind Joe Burke, who had a good 3-2 day.

Having been denied a win by mechanical failure, Wynn was out to impress in the Open class. But he had to beat Jorski in the last moto to do it. Jorski and Wynn swapped firsts and seconds, with Wynn taking the deciding moto.

Roberts romps at Woodville

By Steve Jones

WOODVILLE, TEX., FEB. 1

The first round of the South East Texas Hare Scrambles Championship was met with perfect weather and 338 entries. The location was the Banana Hill area south of Woodville, Texas, and was sponsored by the Texas Gulf Coast M/C. The Scrambles series was set primarily for Texas riders, but his event proved to be a battle between the Texas and Louisiana riders.

At 12:00 noon the Open class bikes started out for the two hours on the 10 mile loop. The course was of true championship caliber, giving the riders practically every type of terrain imaginable. The riders found roller-coaster fire lanes, hills, creeks, open fields, fire roads, tight trails, and big pine tree forests.

Within an hour it was easy to see who had prepared bikes and bodies for the test. The most challenging part of the course for the riders was the tight woods. This is where endurance and skill were needed most. Although the leads changed nearly every lap in the individual classes, one man totally dominated the event. As relaxed at the finish as he was at the start, C. A. Roberts of Houston was the only rider to make eight laps on the super tough course. C. A. and his 400 Husky averaged nearly 40 miles an hour in comparison to the 28 for the majority of the other riders.

Boulder Ridge Runners race against noise

By Action Oz

LAFAYETTE, COLO., FEB. 8

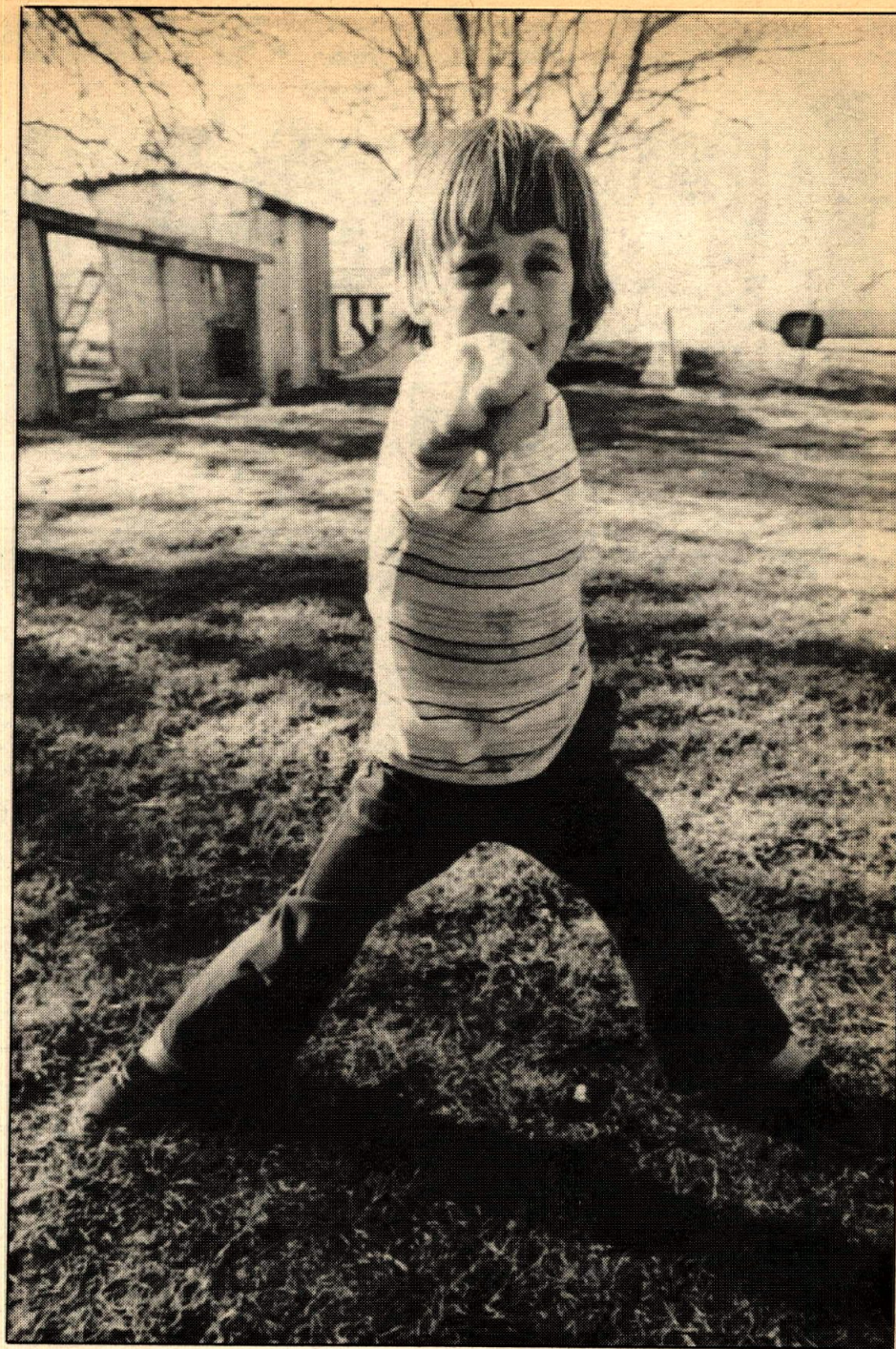
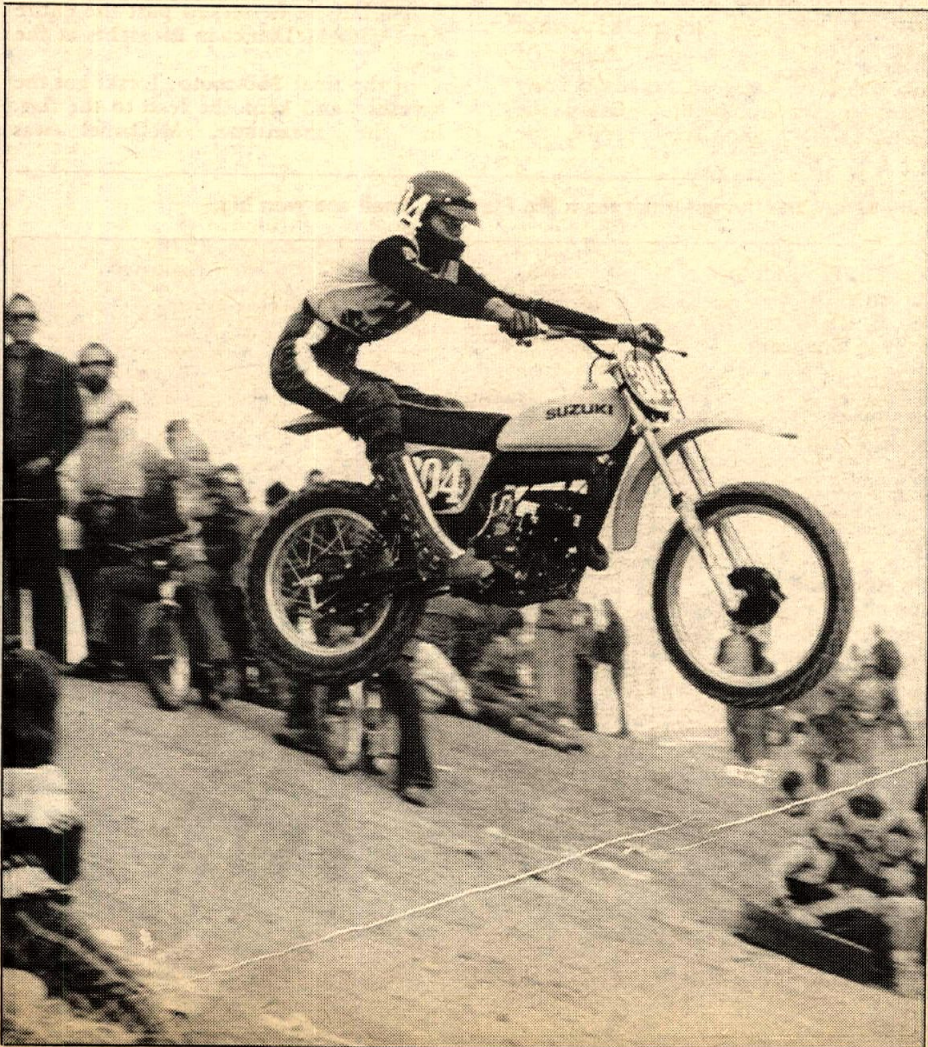
Noise was the issue today as this club re-opened it's track under a temporary agreement with the county of Boulder. Seems as though a local citizen up the road a piece had complained and it had to go to the county for the final decision. With the county checking levels from the road and the S.R.A.C. checking at tech inspection the racing program got underway promptly at 11:05 a.m. Five minutes later than advertised; not bad at all considering the rather large turnout at the track.

The agreement, for those do it in the dirters interested, is if the county finds in favor of the club a full year's racing activities can be scheduled. The answer will be known in about three weeks.

The 125 Novice riders showed the spectators close racing as Mike Surratt, Steve Balko and Duane Akiyma put on a show on a warm day that promoted a thaw in the adrenalin tubes. Surratt hung on to win overall with Balko holding on the second. The 125 B group continued the hurry up charge with Bill Hoff and Jeff Price taking the top spots respectively.

Meanwhile back at the line the 250 Novice riders were ready and did they show it. This was an interesting race. While it was really decided at the start, the obvious confidence shown by a good position in the first moto showed up in spades in the second. Take for example Randy (Hus) Fite, in only the second race of his career and with a middle of the pack start in the first moto, he decided to wick it in the second and come off the line first. He held on to this lead, even though not way out front, to take the second moto. Randy Mayer was consistent enough to do it for first overall and Stan Adadms came in second.

Chris McQuillan logs a little Colorado air time.



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RESULTS

Woodville Hare Scrambles Woodville, Tex. Feb. 1, 1976

By Steve Jones

WOMEN

J.B. Houston	
Betty Reich	
Gaye Sasser	
0-100	
Keith Carville	
Glenn Allison	
Buddy Morrow	
101-125	
Ralph Babin	
Shawn Kelley	
Ed Allen	
126-200	
David Faulkner	
David Baker	
Charlie McKibben	
201-250	
Danny Erdeljac	
Alvaro Gonzalez	
Louis Pennington	
251-OPEN	
C.A. Roberts	
Charles Ragus	
Brooks Blair	

CRC Desert

Earned numbers for 1976

1. Tim Fitzpatrick	495
2. Gary Wilt	355
3. Larry Divine	250
4. Kurt Lohmeyer	240
5. R. E. Harris	210
6. Chuck Ivec	200
7. John Nadeau	190
8. Jim D. Smith	175
9. Randy Klassen	120
10. Matt Carter	120
11. Jeff Maughan	120
12. Michael Raphoon	107
13. Ron Cotterman	100
14. Raymond Paik	100
15. Tony Starnes	100
16. Rusty Carter	100
17. John Swendsen	100
18. Brent Yahn	100
19. Kraig Dinger	90
20. Don Hoover	90
21. Mel Thornton	90
22. Phil Mooney	80
23. Gene Farvour	70
24. Dennis Haensly	70
25. Dan Hooker	70
26. Douglas Ostroski	70
27. Bruce Powers	70
28. Steve Loftin	70
29. Mike Thornton	70
30. John Schroeder	65
31. Wayne Poore	65
32. James Unno	65
33. Michael R. Smith	60
34. David Broulette	55
35. Rick Elorriaga	55
36. George Oakes	55
37. Kenneth Corum	50
38. Kevin Nemire	50
39. Randy Haviland	45
40. FRITZ	40
41. Scot Dinger	30

VETS

1. R.E. Harris	340
2. Douglas Ostroski	150
3. Raymond Paik	120
4. Steve Loftin	100
5. Garry Wilt	100
6. Chet Rector	65

CMC Motocross
Carlsbad, Cal.
Feb. 8, 1976

By Mike Yada

500 PRO	
Robert Zing	Suz
Richee Collins	KTM
Steve Russell	Suz
500 INT	
Elmar Kruza	Hus
Scot Prante	Hus
Rocky VanZant	Mai
500 JR	
Gerald Corlty	Hus
Joe Stidman	Hus
James F. Gibson	Suz
250 PRO	
Marty Moates	Suz
Ron Turner	Suz
Val Tamietti	Mai
250 INT	
Terry Biner	Mai
Rocky Caswell	Suz
Steve Zoumaras	Suz
250 JR	
Mark Peters	Suz
Don Snyder	Suz
Michael Ramos	Hon
125 PRO	
Marty Smith	Hon
Tommy Croft	Hon

Kinney Jones	Hon
125 INT	
Doug Nicol	FMF
Kenny Schaelchlin	Hon
Kenny Savile	Mon
125 JR	
Scott Cross	Yam
Jay Marcell	Kaw
Bill Erb	Hon

Boulder Ridge
Runners MXS.R.A.C.
Lafayette, Colo.
Feb. 8, 1976

By Action OZ

MINI NOVICE

Greg Porter	
Gary Bradley	
Chad Porter	
125 NOV	
Mike Surratt	
Steve Balko	
Duane Akiyama	
MINI B	
Arthur DeHott	
Y. Mansfield	
Roby Beirele	
125 B	
Bill Hoff	
Jeff Price	
Willy Kruegar	
250 NOV	
Randy Mayer	
Stan Adams	
John Morgan	
125 A	
Albert Firestone	
Allan Boudreau	
Mike Rust	
250 B	
Scott Myers	
Jim Elzca	
Kim Heseote	
250-500 A	
Carl Zoertman	
Jack Todd	
Gary Duncan	

Sidehack MX Series

Moorpark, Cal.
Feb. 8, 1976

By S. Torpey

OVERALL

HEAVYWEIGHT

Sanner Jr./Melillo

Monahan/Wheeler

Palorey/Gardner

Nor/Wsp

LIGHTWEIGHT

Holland/Harris

Polito/Jackson

D-37 TT Scrambles

Elsinore, Cal.
Feb. 1, 1976

By Andi Ganewer

MINI NOV AM

Chris Cannon

Todd Brown

John Murphy

125 NOV

Jim Speigle

Jim Forehand

Duane Gallagher

125 AM EX

Mike Tidwell

Wayne Rainey

Don Tortorelli

250 NOV

Michael Allen

Steve Loomis

Steve Colford

Bob Eary

250 AM EX

Greg Zehner

Mike Tidwell

Jeff Springman

500 OPEN NOV

Wayne Melanson

Vince Landry

Jeff Kolble

350-500 OPEN AM

Gordon Kidd

Larry Lambert

Steve Tinsley

500 OPEN EX

Don Grigsby

Steve Fortune

Steve Miller

Canyon Raceway MX

Phoenix, Ariz.
Feb. 8, 1976

By Larry Owen

PEE WEE

Eric Goodrich

Carol Gillispie

John Newsom

MINI BEG

Morgan Clay

Tom Davies

Phil Laurence	Yam
MINI NOV	
Mike Erwin	Yam
Dwayne Carroll	Yam
Tom Christen	Yam
MINI AM	
Bobby Winn	Hon
Drey Dircks	Yam
Jeff Yarbrough	Yam
MINI EX	
Mark Meredith	Hon
Greg Conradson	Yam
Gary Dircks	Yam
100 NOV	
Rick Watmore	Suz
Steve Stevens	Hon
Jeff Zent	Suz
100 AM	
David King	Yam
Robert Serna	Suz
125 BEG I	
Mark Clay	Hon
Mike Brewer	Yam
Joe Milner	Yam
125 BEG II	
Mike Sopha	Suz
Lenny Suppes	Hon
Don Drummond	Suz
125 NOV I	
Mark Miller	Hon
Tim Nolte	Yam
Kenny Bates	Yam
125 NOV II	
Dave Stockton	Hon
David Anderson	Yam
Jim Rundle	Hon
125 AM	
Gary Dircks	Yam
Dave Erwin	Hon
Steve Yarbrough	Yam
125 EX	
Bob Blose	Suz
John Imbriale	Yam
Tim Owens	Hon
250 BEG	
Dana Marler	Mai
Dave Bervin	Yam
Brad Emmett	Suz
250 NOV	
Rinny Dyar	CZ
Wayne Browning	Hon
Mike McCarty	Suz
250 AM	
Al Bailey	Hon
Kenny Dallas	Yam
John Walker	KTM
250 EX	
T.J. Warren	Mon
Bob Blose	Kaw
John Imbriale	Hus
OPEN NOV	
Mark Kennedy	Yam
Randy Brawner	Mai
Carl Johns	Suz
OPEN AM	
Shannon Drapeau	Suz
Todd Pillow	Bul
Jeff Randall	CZ
OPEN EX	
Bob Blose	Hus
Robert Brawner	Kaw
Steve Connor	Hus
OLD TIMERS	
Jamie Jamison	Hus
Jim Pursell	Suz
Carl Johns	Suz
TURKEYS	
Kenny Bates	Yam
Bob Poe	Yam
Liz Wauters	Yam

ITA Trials

Orange, Cal.
Feb. 1, 1976

SR CLASS

Dick Murray

Manred Lauxen

Bob Solits

AM CLASS

David Webster

NOV CLASS

Paul Webster

Rick McCabe

Ron Hipwell

BEG CLASS

Dennis Hobson

Frank Cavazos

Scott Zimmer

O.T.H.G.

AME MX

Valencia, Cal.
Feb. 8, 1976

EX

Gangrene Gene

Corroded Carlos

Doper Dave

AM

Goosey Gary

Honky Herb

Ruptured Rusty

INT

Chunky Chuck

Petrified Pete

Flippin Fred

NOV

Downhill Dave

Jockey John

Jittery John

BEG	
Lowgear Lou	Hus
Hangover Hambone	Yam
Juicy Jim	Yam

Ft. Smith MX
Ft. Smith, Ark.
Feb. 1, 1976

By Jack Harwood

MINI

Jeff Baehler

Kent Burkhalter

Royce Singletary

125 AM

Rick Peace

Allen Bellamy

Roddy Frank

250 AM

Charlie Frazier

Jerry Fanning

Leo Strange

OPEN AM

Mike Englen

Jerry Fanning

Rick Norick

125 EX

Billy Hatfield

Craig Johnson

Glenn Snedecker

250 EX

Trey Jorski

Joe Burke

Bobby McDaniel

OPEN EX

Tony Wynn

Trey Jorski

Leslie Griggs

Rainier Indoor Champ

Seattle, Wa.
Feb. 4, 1976

By W.H. Spencer

FAST QUALIFIER

Rick Hocking

NOV MAIN

Greg Ferguson

Jim Young

Dave Churchill

EX MAIN

Rick Hocking

Mickey Fay

Dave Hansen

Portland Pro Indoor S.T.

Portland, Ore.
Feb. 5, 1976

By W.H. Spencer

NOV MAIN

John Tavis

Rick Delacey

Mike McClain

JR-EX MAIN

Rick Hocking

Gary Tonda

Scott Pearson

Corvallis Pro Indoor

Corvallis, Or.
Feb. 6, 1976

By W.H. Spencer

TROPHY DASH

John Gennai

Rod Spencer

Rick Delacy

CONSOLATION

Charlie Brown

Ricky Graham

Mark Smith

MAIN

Chuck Miller

Ted Davidson

Dave Hansen

Rio Bravo MX

Houston, Tex.
Feb. 1, 1976

By Mark Knowles

MINI-UNDER 12

Craig Raymond

Timmy Justice

Kevin Johnson

MINI-OVER 12

Jerry Surber

Terry Nall

Terry Yarbrough

PP

Tina Duncan

Diane Ashen

Gigi Russell

OVER 30-125

Bob Merritt

Wayne Beatty

Jerry Elrod

OVER 30-OPEN

Jerry Darnell

Carl Bland

Mike Ashen

100 AM

Arthur Prater

BooBoo Custer

Mike Tiselotta

125 AM-A	
Mike Bodenhamer	
Dave Potgeder	
Randy Williams	
125 AM-B	
Todd McDowell	
Keith Gaffey	
Jerry Slaughter	
125 INT	

**Crown Inn Cup
Boise, Idaho
Feb. 1, 1976****By Marty Gregory**

AM
Dwight Bowker
Mark Corn
Mike Hollingsworth
NOV
Dennis Burrough
George Batterman
Norman Wilson, Sr.
BEG TRIALS
Lonnie Bly
Bob King
Jamie Batterman
BEG NON-TRIALS
Clint Munch
Ron Purvis
John Burrough
PP
Joanne Kerstein
Katy Poole
Mary Strough
MINI
Scott Wilson
Debbie Lombard
Curt Lombard
BIG BIKES
Dick Rennstrom
Stan Gilliland

**BOSS CMC MX
Dixon, Cal.
Jan. 25, 1976****By Sallee Hilton**

OPEN NOV

Don Westhaver

Wayne Petifer

John Thompson

250 NOV DIV I

Curt Pflaumer

Greg Rubenstein

Steve Olafs

250 NOV DIV II

Gary Guerrero

Mike Picetti

Art Stapleton

125 NOV DIV I

Darrell Chapman

Kenny Kudrna

Raymond Spore

125 NOV DIV II

James Needham

Jim Lambert

Steve McQueen

125 NOV DIV III

Dale Pielo

Bill Richina

David Boudan

125 NOV DIV IV

Dale Upshaw

Joe Cleveland

Dave Lincoln

100 NOV

Dave Ramirez

Kent Booth

Scott Stanley

100 INT

Jim Hampton

PP

Jan Parker

Christine Smith

Linda Clare

MINI NOV

Darryl Anthony

Jeff Bramlett

Jon Smith

MINI EX

Jimmy Robertson

Dave Menez

VET NOV

Merrill Lemper

Bob Cole

Richard Mathews

VET INT

Bob Collins

Richard Lear

Al Baumann

OLD TIMER NOV

Chris Wolfe

Elmer Kraus

Delno Becker, Sr.

OLD TIMER EX

Bill Verbiscio

Artell Anthony

Johnnie Hall

OPEN EX

Bob Myers

Mike Cates

Dick Mann

OPEN INT

Mark Pearl

Bob Collins

Bill Verbiscio

250 EX

Phil Crane

Ted Rogers

Allen Berlutti

250 INT

William Ortnor

Roger Eiberger

Dan Cole

125 EX

Danny Chandler

Keith Cometta

Donald Davis

125 INT

Pat Yoho

Tim Welch

Jerry Stone

**Cycle World Moto-Park
Bullhead City, Ariz.
Feb. 1, 1976****By Betty Johnson**

OPEN CLASS
Peter Sheehan
Larry Rose
Norm Barron
125 PRO CLASS
Jerry Bagby
Lenny Giger
OPEN PRO CLASS
Chuck Rush
Ray Hess
Dennis Davis
MINI
Patrick McLure
Johnny Harshman
Rodney Hughes
125cc CLASS
Kevin Welch
Mike Tieman
Kevin Sherril

**AME Indian Dunes
Valencia, Calif.
Feb. 8, 1976****By Ted Titmas**

POWDER PUFF

Rox Ann Dougherty

MINI EX

Randy Fleischer

MINI JR

Benny Parks

Kevin Grijiva

Paul Chrisman

100 JR

Chuck Behele

100 INT

Bryan Jordan

500 PRO

Dave Haugh

John Miller

Dave Wall

250 PRO

Ken Zahrt

Fred Hoblit

Russ Darnell

125 PRO

Shane McDonald

John Atwood

Bill Barlow

OLD TIMERS

Gene Moffett

Mel Lindell

250 INT

Rich Hatfield

Rich Titus

Derek Woodman

250 JR

Dave Roark

John Lovett

Steve Clark

500 JR

Dennis Agee

Phil Greenleaf

500 INT

Steve Stasieski

250 BEG

Cory Sawyer

George Madaris

David Cornell

125 INT

Sam Ringo

125 JR

Dan Walker

Jamie Einbund

Rick Cavish

125 BEG

Ned Bassett

Duffy Phelps

Tony Walker

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**3rd Annual Chadron
24 hr. End. Race
Chadron, Neb.
Jan. 24, 1976****By Don Kellogg**

OVERALL 201 cc

OPEN

Rich Cellii/

John Fero

OVERALL 0-200 cc

Steve Brickner/

Leon Dent

125 cc

Ron Gribb/

Dan Pursel

Bing Decker

Vince Hill

Tim Czapl/

Walter Czapl/

175 cc

Bruce Cratty/

Stan Gregory

Doug King/

Herb Petersen

Marv Felz/

Howard Fel z

250 cc

Bob McKeen/

Ollie Todd

Daryl Petefish/

Vern Petefish

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**A MAIN
Brian Peterson
Randy Jordan
Tony Speck
B MAIN
Jeff Cook
Charley Mathews
Jeff Barber
360 CLASS
TROPHY DASH
Jeff Campbell
A MAIN
Jeff Campbell
Louie Booth
Rocky Gregory****CMC MX
Orange, Calif.
Feb. 15, 1976****By Joel Jamieson**

MINI EX

Rick Atkins

Eric Stone

Bob Ott

MINI JR

B. Doyle

Mike Toycen

Jeff VanCamp

100 JR

Jim Cote

Jim Lenke

Matt Hope

500 PRO

Gaylon Mosier

Jon Derhammer

Luke Messer

500 INT

Dave Arnold

Bill Emery

David Tanis

500 JR

Shawn Underwood

David Aleman

Jeff Tazun

250 PRO

Gaylon Mosier

Marty Smith

Robert Elliot

Steve Blackman

Joel Grant

250 JR I

Bob Turney

Mike Curtis

Tony Schuler

250 JR II

Adrain Hernandez

Barry Bisch

Dave Raymond

125 PRO

Dave Taylor

Dave Williams

Gary Denton

125 INT

Tim Tolar

Kevin Harlow

Mark Toycen

125 JR I

Jay VanCamp

Lonnie Stock

David Behlings

125 JR II

George Jeffers

Larry Morton

Bill Olson

Hon

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RESULTS

1975 AMA D-20 Road Race Standings

1. F. Spencer	110
2. Bubba Byers	80
3. G. Hornot	68
4. P. Stephenson	53
5. J. Patton	49
6. R. Reynolds	44
7. V. McLean	34
8. T. McGuire	29
9. L. Linden	21
10. V. Davenport	20
11. J. Minonno	20
12. B. DelMonico	18
13. D. Paul	17
14. K. Hughes	16
15. J. Bartlett	15
16. R. Patton	14
17. M. Toth	12
18. T. Taylor	11
19. J. Abreau	10
20. B. Cadion	9
21. K. Weisbruch	8
22. T. Kagle	8
23. B. Dickey	7
24. T. Goff	6
25. M. Herzing	6
26. D. Williams	6
27. J. Weisel	4

D-37 CRC Enduro Pt. Standings - 1976

1. Bonnie Kind	3075
2. Joe Ann Brown	2960
3. Kim Allred	2955
4. A. Crenshaw	2770
5. M. Simpson	2323
6. M. Holcomb	1451
7. D. Davenport	915
8. A. Bales	840
9. P. McFall	320

MINIS OVERALLS

1. Sam Lyman	3500
2. Larry Twait	3370
3. J. Coventry	3125
4. J. Counts	3075
5. L. Steffan Jr.	3049
6. B. Farner	3044
7. M. Ryan	2811
8. E. Mazenko	2748
9. W. Holt	2709
10. H. Allred	2700
11. J. Kendall	2690
12. B. Ashlock	2686
13. G. Giles	2578
14. R. Poh	2526
15. R. Lisardi	2347
16. D. Kiseleski	2297
17. G. Perez	2222
18. W. Tabor	2050
19. A. Dole	2025
20. V. Velador	1984
21. D. House	1950
22. J. Hazen	1913
23. C. Cizan	1871
24. G. Robideaux	1820
25. J. Schroeder	1775
26. M. Harrison	1722
27. G. Harrison	1680
28. G. Gennette	1647
29. J. Roberts	1627
30. H. Plass	1586
31. G. Crandell	1585
32. K. Dole	1578
33. L. Hatfield	1529
34. FRITZ	1471
35. P. Fiedeke	1417
36. G. Burton	1378
37. G. Dickson	1315
38. J. Chivas	1314
39. W. Deckard	1308
40. C. Rector	1293
41. B. Huntley	1280
42. J. Simpson	1277
43. J. Kneifl	1262
44. G. Suttles	1224
45. V. Gables	1222
46. B. Fletcher	1165
47. B. Phillips	1145
48. C. Clark	1135
49. P. Rivera	1116
50. J.T. Townsend	1075
51. D. Anderson	1029
52. J. Worden	1025
53. C. Lair	958
54. R. Ensley	926
55. J. Tournier	914
56. P. Russell	896
57. T. Barrow	852
58. D. Woods	805
59. R. Hill	786
60. C. Magill	781
61. J. Dombrowski	725
62. B. Martin	700
63. T. Woltze	691
64. J. Karcher	660
65. J. Davenport	650
66. L. McPhee	643
67. J. Woods	639
68. S. Oglesby	612
69. B. Clingens	603
70. M. Hiss	593
71. H. Roach	552
72. H. Degelmann	537
73. B. Persons	458
74. A. Rossignol	447
75. K. Moore	444

D-37 Desert Club Point Standings 1975

1. Desert Donkeys	9221
2. Simi Valley	8805
3. Spokebenders	8685
4. San Gabriel	8345
5. Dustmakers	7896
6. Desert Barons	6455
7. Rovers	4659
8. Lost Coyotes	4302

9. Desert Knights	3749
10. Hundreds	3653
11. Pack Rats	3543
12. Brush Busters	3463
13. Prairie Dogs	2910
14. Desert M.C.	2593
15. Competition	2582
16. Invaders	2516
17. Desert Zebras	2415
18. Desert Turtles	2395
19. Huntington Bch.	2391
20. Buzzards	2145
21. Dusters	1870
22. Viewfinders	1806
23. San Bernardino	1710

24. Sled Riders	1198
25. Antelope Ramblers	990
26. Masterlinks	964
27. Desert Squirrels	725
28. Vikings	691
29. Capistrano Valley	670
30. Badgers	485
31. Maywood	475
32. Rams	457
33. Barbarians	415
34. Desert Foxes	367
35. Four Aces	220
36. Stumpjumper	193
37. Jackrabbits	185
38. So. Cal.	182
39. Anaheim Hi Siders	140
40. Horny Toads	130
41. Shamrocks	50
42. Prospectors	31

D-37 MX Final Point Standings 1975

1. Louis Darling	760
2. Jim Connolly	745
3. Rick Kehoe	738
4. Joe Kehoe	735
5. Danny Sanchez	490
6. Rodney Brand	477
7. Mike Welker	474
8. Kin Bates	458
9. Glenn Ewing	423
10. Butch Linden	415
11. Tom Bice	395
12. Steve Lodge	386
13. Donn Sarian	352
14. James Blankenship	263
15. Bill Sundstrom	248
16. Tony Porto	242
17. Mark Gambetta	205
18. Mike Hooper	194
19. Tom Zahnter	160
20. Scott Moreland	155
21. Mark Aney	155
22. David Sarian	152c
23. Steve Paulos	146
24. Don Hanna	145
25. Ron Godel	134
26. Ken McAllister	124
27. Mark Hooper	121
28. Scott Kile	121
29. Rick Grant	113
30. Ken Krause	107
31. David Ewing	103
32. Mitch Shook	98
33. Louis Blankenship	97
34. George Corcoran	93
35. Bob Hunter	88
36. Kevin Varty	88
37. Bill Glore	85
38. Brett Wade	80
39. Larry Bolm	80
40. Scott Coutts	77
41. Jack Pritchard	75
42. Sam Goldsmith	67
43. Mike Anast	65
44. Clay Masters	60
45. Scott Kellar	60
46. Tom Dittman	60
47. Jim Walthall	55
48. Don Bolduc	49
49. Steve Walthall	46
50. Merrill Miller	41

250 DIVISION	
1. Allen Cooke	1080
2. Larry Bird	660
3. Tim Welker	650
4. Dave Krikac	565
5. Tom Dolton	553
6. Robbie Brand	548
7. Danny Sanchez	480
8. Tim Sarian	415
9. Paul Thede	395
10. Roger Eggers	318
11. Ron Blanton	300
12. Eddie Gonzales	220
13. Fred Griego	185
14. Butch Linden	170
15. Daniel Branfman	165
16. Tom Stockton	156
17. Jim Merlier	150
18. Leo Vandermeulen	150
19. Ray Dally	145
20. Chris Henery	140
21. Don Cooke	140
22. Jack Pritchard	135
23. Don Irby	132
24. Mark Cooke	118
25. Greg Bebeck	115
26. Steve Miller	113
27. Nate Sciacqua	100
28. Steve Van Wormer	100
29. Lee Jougard	91
30. Bruce Johnson	90
31. Ralph Mendoza	87
32. Mike Welker	85
33. Ross Thompson	85
34. Kirk Benke	82
35. Mark Hood	81
36. Donn Dancer	77
37. Gordi Godel	73
38. Mike Smith	65
39. Jim Turner	60
40. Bill Crawford	57
41. Chris Young	55
42. Dennis Kreps	52
43. Charlie Kloppenburg	44
44. Mark Thomson	42
45. Bret Wilkison	41
46. Craig Spurney	40
47. David Labrot	40
48. Mark Davis	39

49. Richard Tingstrom	38
50. Melvin Shapiro	36
500cc	
1. Jim Connolly	1105
2. Chuck Pettigrew	645
3. Robin Cerasuolo	563
4. John Rice	540
5. Allen Sinebaugh	480
6. Chuck Lanzarone	425
7. Tom Bice	423
8. Dave Hetzler	369
9. Paul Napoleone	302
10. Alan Thompson	295
11. Bill Kelly	230
12. Danny Martin	210
13. Joe Brickner	195
14. John White	182
15. Dan Murphy	180
16. Bill Schubert	170
17. Steve Morrison	161
18. Rick Reed	143
19. Craig Adams	140
20. Bret Wilkinson	134
21. Eric Wachter	132
22. Dan Hudson	130
23. Jim Turner	130
24. Jay Garacocha	130
25. Bob Crandall	129
26. Jim Bearup	115
27. Andy Bolander	112
28. Onis Montgomery	110
29. Joe Pearson	110
30. Steve VanWormer	100
31. Ron Hanson	95
32. Rick Sieman	93
33. Robert Cerasolo	93
34. Carl Koncur	88
35. David Keith	82
36. David Caspar	80
37. Troy Hollis	70
38. Fred Wachter	68
39. Geroge Elliott	65
40. Brad Zimmerman	63
41. Don Hanna	62
42. Richard Prouty	61
43. Ron Blanton	60
44. Tom Webb	60
45. Stuart Douglas	60
46. Jeffery Jackson	60
47. Bob Hunter	55
48. Don Kadlec	50
49. Randy Scott	45
50. Carl Gazafy	45

D-37 Desert Heavyweight Earned Numbers for 1976

1. Ron Wright	3590
2. Terry Davis	3080
3. Bill Saltzman	3000
4. Jim Summers	2980
5. Doug Winchell	1680
6. Art Knapp	1555
7. Ed Zarp	2515
8. A.C. Bakken	2510
9. Mitch Mayes	2340
10. Ron Bebo	2310
11. J. Kirk	2185
12. S. Eckhardt	2160
13. S. Shook	2140
14. R. Collins	1785
15. D. Alden	1890
16. G. Brown	1890
17. B. Heath	1845
18. M. Zoerb	1840
19. T. Raye	1745
20. T. Bowman	1610
21. J. Armstrong	1575
22. B. Conrad	1569
23. G. Harvey III	1550
24. G. Stammen	1549
25. A. Mejia, Jr.	1490
26. B. Lewellyn	1465
27. M. Reider	1465
28. A. Thomas	1450
29. J. Harrison	1420
30. L. Jordan	1385
31. J. Gaetz	1365
32. M. Stormes	1349
33. N. Nichols	1310
34. R. Betty	1260
35. D. Diruscio	1238
36. R. Anglin	1235
37. C. Harris	1225
38. J. Kindsvogel	1175
39. A. May	1160
40. E. Whiteside	112c
41. J. Taylor	1102
42. M. Edmonson	1090
43. J. Miller	1080
44. K. McKean	1030
45. T. Watkin, Jr.	1026
46. J. Center, Jr.	1020
47. D. Bowman	1000
48. D. Urbanek	997
49. J. Payton, Jr.	986
50. D. Wells	970
51. K. Hasten	960
52. H. McCasland	950
53. B. Becker	940
54. R. Scoville	935
55. P. Ashford	926
56. E. Ogden	917
57. D. Deichman	914
58. D. Myer	895
59. R. Jones	890
60. R. Hill	880
61. R. Klein	877
62. B. Dellaplaine	875
63. C. Tucker	875
64. M. Brooks	870
65. B. Asquith	855
66. R. Carrin	854
67. D. Carter	851
68. D. Jordan	848
69. J. Trotter	848
70. M. Granger	840
71. A. Guzman	836
72. S. Braun	830
73. J. Sinsley	825
74. J. McGraw	801
75. R. Butow	800
76. R. Sanders	800
77. B. Shipley	777
78. B. Adams	776
79. B. Thomas	767
80. E. Lynn	759
81. K. Clayton	755

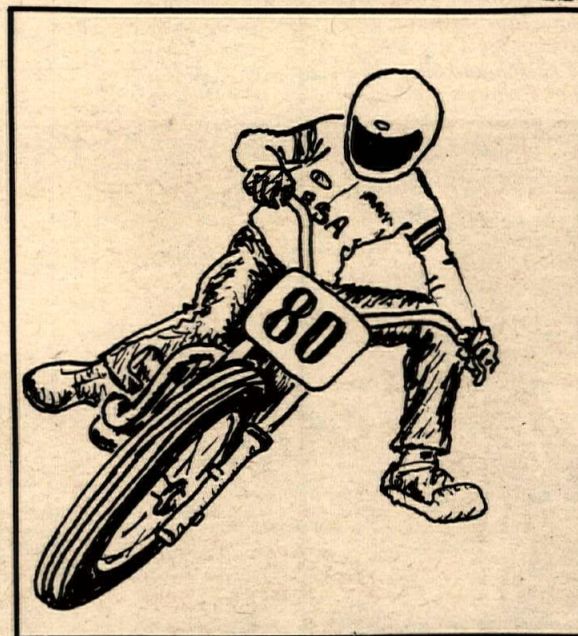
83. F. Cole	754
84. C. Timms	754
85. C. Ahuero	751
86. R. Luce	734
87. C. Harris	715
88. S. Pyle	705
89. K. Hart	700
90. K. Frost	698
91. B. Chapin	697
92. D. Baker	690
93. G. Schmid	678
94. J. Lang	672
95. R. Parma	670
96. T. Honeycutt	655
97. L. Hodgins	650
98. G. Winterburn	638
99. D. Rogaczewski	638
100. D. Mansker	634

D-37 MX Club Point Standings 1975

125 DIV	
1. Dirt Diggers	1607
2. S.B. Starters	840
3. Boosters	767
4. Invaders	760
5. Viewfinders	190
6. Double Crossers	79
250 DIV	
1. Gripsters	1620
2. Boosters	1372
3. S.B. Starters	1147
4. Dirt Diggers	844
5. Viewfinders	57
6. Invaders	10
500 DIV	
1. Dirt Diggers	1414
2. Gripsters	818
3. Boosters	665
4. S.B. Starters	527
5. Viewfinders	220
6. San Gabriel Valley	88

D-37 Desert Lightweight Div. II Point Standings

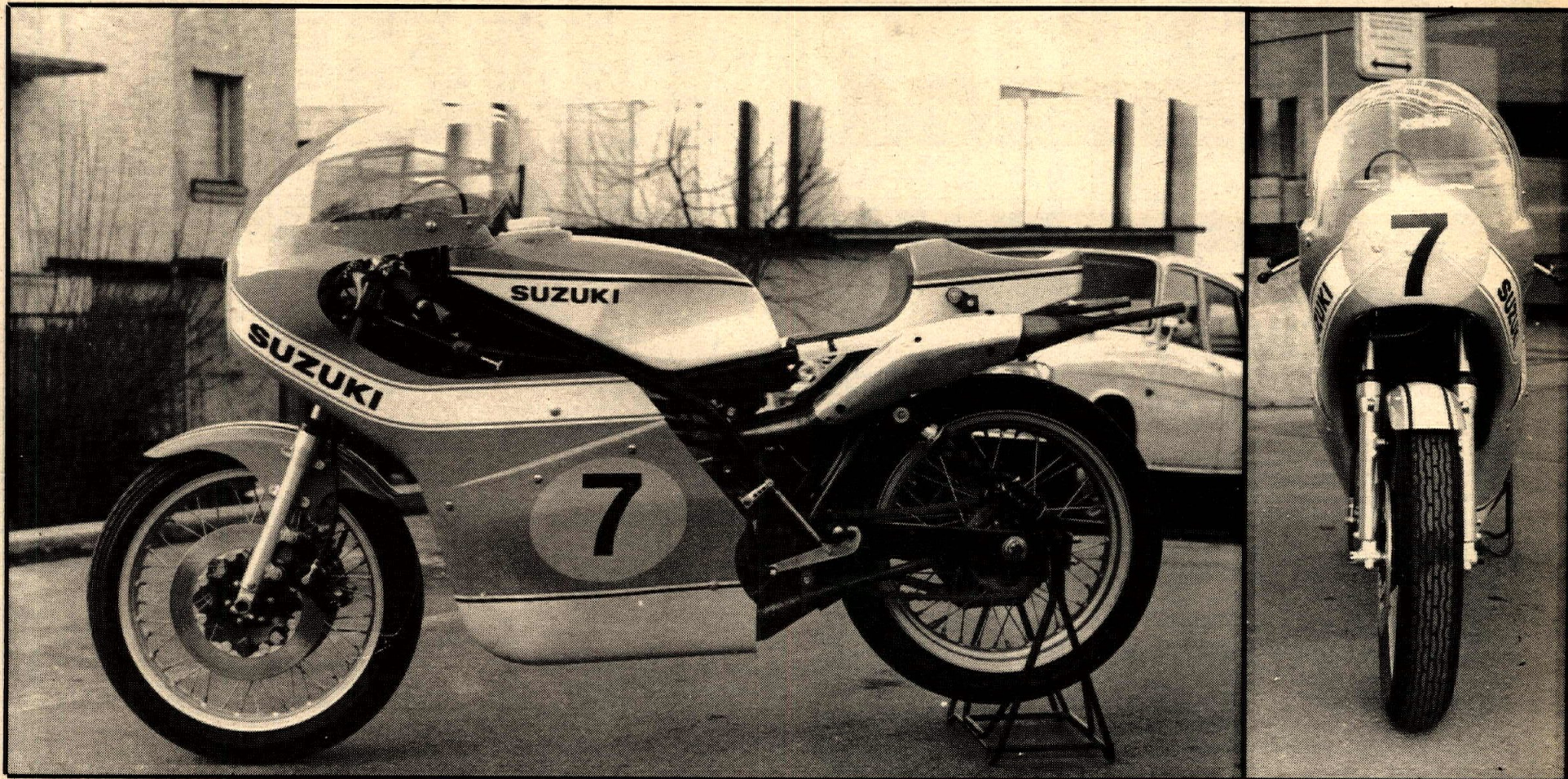
1. Dean Modesett	3800
2. Jeff Kaplan	3760
3. Max Eddy	3730
4. Garry Conner	3140
5. Danny Williams	2950
6. Bill Eisele	2810
8. Ron Hall	2600
9. Donald Green	2410
10. Jack McEvoy	2305
11. Andy Klein	2230
12. James Brown	2230
13. Bob Rutten	2160
14. Randy Williams	2125
15. Bill Friant	2060
16. Carl Fjastad	2060
17. James Vincent	2010
18. Patrick Johnson	2000
19. Bob Terrazas	1980
20. Steve Lindsey	1925
21. Lance Biscoe	1840
22. Russel Jenkins	1800
23. Steve Cox	1780
24. David Wilson	1750



25. Tom Kelly	1640
26. Tim Bridwell	1580
27. John Tobin	1576
28. Robert Harvey	1505
29. Gene Rock, Jr.	1475
30. Don Phillipson	1465
31. Wesley Arita	1427
32. J. Gillingswaters	1410
33. Steve Graves	1405
34. James May	1345
35. Mark Zimmerman	1340
36. Steve Gard	1335
37. Robert Torgerson	1315
38. D. McLaughlin	1290
39. Jack Wada	1275
40. Eugene Stoops	1240
41. Thomas Meudt	1235
42. Dick Benson	1231
43. Dennis Stankovich	1224
44. Bob Hayes	1205
45. David Moore	1200
46. Steve Chambers	1200
47. Richard Young	1195
48. Bud Brack	1165
49. Jim Harper	1161
50. Ron Fore	1135
51. Bob Carpenter	1063
52. Mike Matlock	1050
53. Russ Jones	1035
54. Mark Gutebier	1030
55. Alan Harrison	1009
56. Tony Mistretta	1106
57. Pat Norton	995
58. Chuck Green	978
59. Roger Reed	970
60. Mike Holbrook	970
61. Allen Contrall	960
62. Eddie Pierce Jr.	954
63. Roland Rodman	930
64. Jim Graziano	910
65. John Tarrant	884
66. Warren Barr	880
67. Fred Trager	875
68. Joe Wilson	860
69. Bob Fortely	850
70. Steve Kocinski	824
71. John Lawson	815
72. Kevin Haynes	815

Suzuki RG500: Just like Sheene's GP road racer — almost

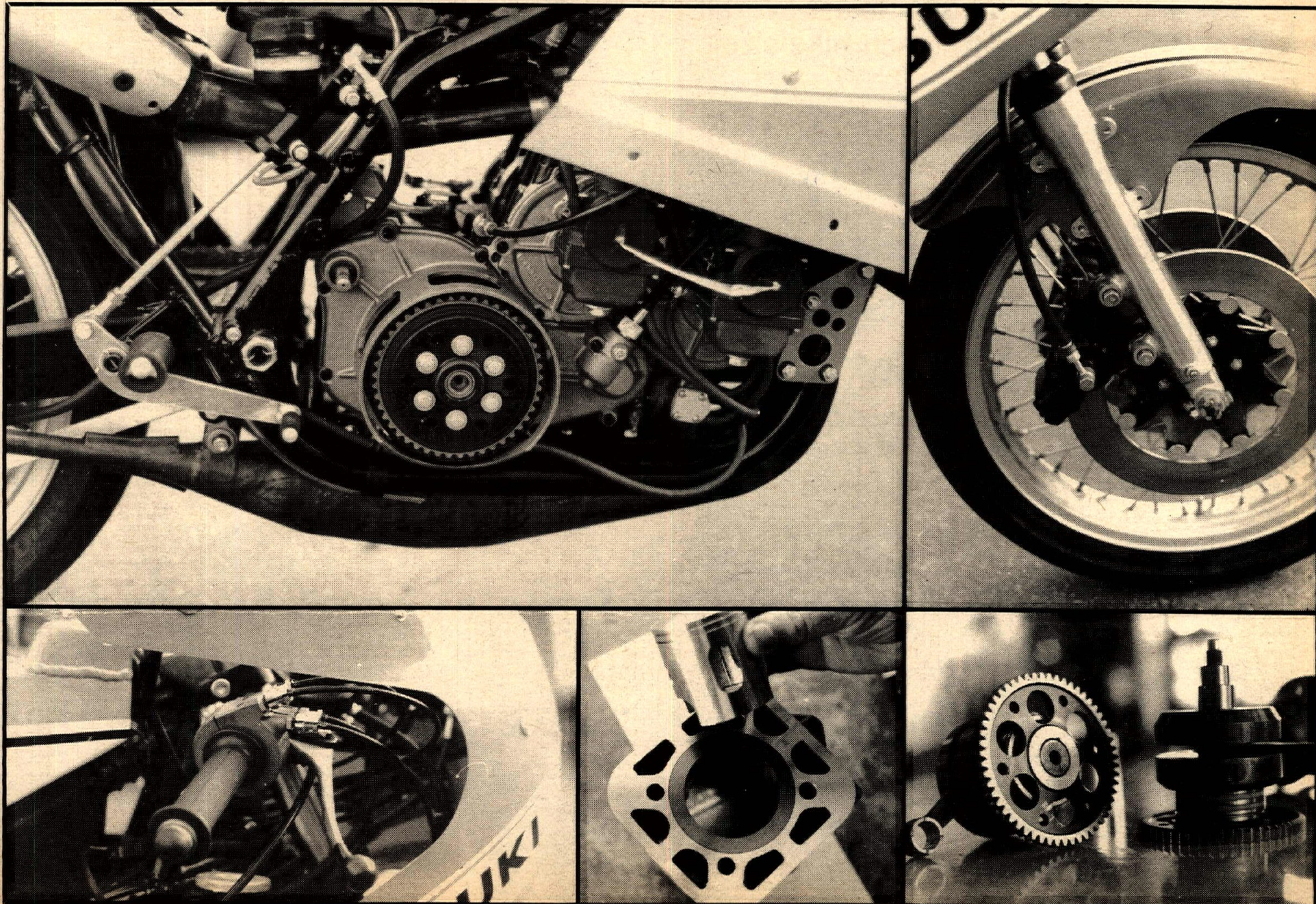
February 24, 1976 **CYCLE NEWS**



The new Suzuki over-the-counter RG500 road racer is a four-cylinder 500cc two-stroke with four rotary valves, four Mikuni carbs, four crankshafts and four throttle cables. The privateers' dream develops 100 horsepower at 11,250 rpm with power to the ground via a dry type clutch and six speed tranny (seven speeds on works models). De Carbon shocks and spoke wheels (cast alloy on works models) top off the

racer. 58 RG500s were built with the purchaser receiving four crankshafts, including rods, rings and pistons, as well as clutch discs and gaskets for his spares. Hurley Wilvert has already acquired one and Steve McLaughlin is said to be considering purchasing one also.

Photos by Philippe Debarle.



CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the

person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Dirt Diggers M.C. 5th Annual

Red Garter National Enduro

125 miles in the majestic Los Padres Nat'l. Forest AMA & Dist. 37 Points marked from Hwy. 166 & Hwy. 33 near Maricopa

A - B - C riders Entries open Feb. 9 close Mar. 5. Limited Entry. \$10.50 per rider (includes \$1 for Dist. 37 legal defense fund). \$1 extra team member. Enduro street legal.

Send any standard entry form & 2 S.A.S.E. to:

D.D.M.C.

4601 W. Imperial, Inglewood, CA 90304
info: 213-673-0306 eve

All it takes

To begin your advertising campaign

Is a phone call

To the advertising department at Cycle News

213-427-7433

Carlsbad MX 1st & 3rd Sat. (714)744-1414

Perris Racetrack Every Sunday

January 4 thru February 29
Gates open 6 am. Practice 9 am
1st Race 10:15 am
TT - Scrambles - Short Track
40% Trophies
8 week high point series
info: 714-925-2871 after 6 pm

Race Schedule CRC 213-830-7519

Feb. 22-DeAnza Cycle Park
Feb. 29-Osteen Cycle Park
Mar. 7-Indian Dunes (Shadow Glen Track)
Mar. 14-DeAnza Cycle Park

Every Wednesday Night MX O.C.I.R.



BORRA

Presents

Willy Well Grand Prix

18 miles West of Blythe
Willy Well Rd.
& Interstate 10

March 7th

Open - 250 - 125 - 100
Exp - Am - Nov - Beg

**\$50 to 1st overall
(each bike size)**

Plus 30% trophies

4x30 mile closed course
10:00 AM start Meet 9:00 AM

\$12.00 entry - mail or post

Send any standard entry form
& 2 S.A.S.E. to:

BORRA

Rt. 1, Box 145-K
Blythe, CA 92225
Phone: 714-922-8500 Kirk

Leap Year Grand Prix Sunday, Feb 29

Post Entry \$10.00

'Far-Out' finisher pins

1 hour races on 5 mile "fun"
course visible to spectators. 100%
payback to Experts. 30% trophies.

Classes: Beg-Nov-Int

Ex-Girls-Vets (32+)

Gates Open 7 AM. Practice 8 AM

9 AM - 250 & 500

10:30 AM - 125 - 200

12 Noon - Mini, 100, Girls, Vets

1:30 - Team Race

Corona Raceway

714-735-1705 714-688-5484

DRA

Silver Bear Hare & Hound
\$1000 Cash Purse

March 7, Calif. City 714-373-4647
refer to 2/10/76 Cycle News for entry blank

February 20

D-36 SEMI PRO INDOOR ST

Sonoma City.
Fairgrounds. Exposition
Bldg., Santa Rosa, CA. All
classes + minis. \$4 entry.
100% p.b. to Ex. Quiet
bikes only, class C traction.
Sign up 4-6 pm, prac 5-7
race 8 pm. 916/777-6409
or 408/438-3210.

AME NIGHT MOTOCROSS

Indian Dunes, Valencia,
Calif. Sign up 6-8 pm, prac.
7, race 8 pm. \$1000 p.b.
Post \$100 only. \$4000
med. cov. AME, PO Box
1421, Reseda, Calif.
91335. 213/881-5778.

February 21-22

W/ERA ROAD RACE

Fastrack, 2 mi. S of
Buckeye Rd. on 115th
Ave., Phoenix, AZ. Gate
open 8:30 am both days.
Part of W/ERA Western
Div. Championship Series.
Practice & heats on Sat.
Racing starts 11 am Sun.
Free camping. W/ERA,
6741 East Billings, Mesa,
AZ 85205. 602/985-6369.

February 22

MOTOCROSS

Medford MX Park,
Kirtland Rd., White City,
Ore. All classes Mini thru
Open. Kids/Jr/Sr. for
Amateurs. 125/250/Open
Pro classes 100 p.b. Prac.
8:45 am, race 10:30.
503/772-4680.

MOUNTAIN HIGH MX

34 mi. NE of Fresno,
Calif. N on Hwy. 41, signs
posted from North Fork
turnoff. CMC sanc. Sign up
6:30-9 am, prac. 9, race
9:30. 100% p.b. to Pros.
Entry \$6 mail, \$8 post,
\$15 Ex. PO Box 464, Bass
Lake, CA 93604.
209/291-8793.

AMA ROUGH SCRAM.

Pioneer Arena, Oakdale,
CA. S on Pioneer off Hwy.
120 btwn. Oakdale &
Escalon. Ex. \$3.50 at gate
+ \$2.50 sign up. 100% p.b.
to Ex. + \$25 cash each Ex.
class. Others \$3.50 ride +
\$1.50 2nd bike. Sign up
7:30-10:30 am. Race
noon. 209/869-1457.

HARE SCRAMBLES

Knob Hill Ranch,
Pescadero, Calif. 3 mi. E of
Hwy. 1 on Pescadero Rd.
All sign ups close at 9:15
am. Jr/Sr entry \$6 mail,
\$12 post; Pros \$9 mail/\$12
post; Minis \$3. \$200 Pro
purse; 25% trophies. Knob
Hill Ranch, PO Box 540,
Pescadero, Calif. 94060.

AME MOTOCROSS

Indian Dunes, Valencia,
Calif. Gate 7 am,
prac. 8 am, race 9 am.
\$1000 PURSE Entry \$7
ma. \$1000 post. \$4000
med. cov. Mail entry by
Fri. before race. AME PO
BOX 1421, Reseda, Calif.
91335. 213/881-5778.

MOTOCROSS

Snipes Park (5th &
Hamner) Norco, Calif.
Regis. 12 noon, race 1 pm.
Entry \$4.50. 0-125cc.
Beginner & Nov.
714/735-3900, ext. 18.

D-37 MX

Rawhide Cycle Park,
Elsinore, Cal. 2039 min
motos. \$6 entry. Sign up 7
am, prac. 8, race 9. Double
Crossers M.C.
714/642-3084.

B.O.S.S. CMC SEMI PRO MX

Argull Park, Dixon,
Calif. Hwy. 113-13 mi. S
of Dixon. Nov. sign up 7
am, race 9 am. Ex/Int sign
up 12 noon, race 1:30 pm.
Pros \$500 guar or 100%
p.b. + 10% to Pro fund.
30% brass. All classes.
916/635-5240.

AMC SADDLEBACK

Saddleback Park, Irvine,
CA. Gate open 7:30 am,
race 9. No mail entry.
\$7/\$12 post. \$2 extra
non-memb. \$3000 rider
med. cov. 30% brass same
day. 100% Ex. p.b.
714/581-2778.

CRC 4 WHEEL ENDURO

Cal City, Calif. 50 easy
mi. Any 4 wheel vehicle
can enter. Fun, easy course
designed for Beginning
off-road driver.
714/689-6114 or
685-7505.

SEMI PRO MX

Carnegie Cycle Park,
Livermore, Calif. Sign up 7
am, prac. 7:30-8:30, race
9. Entry \$7 mail, \$9 post.
Ex. post only \$15. \$600
Ex. purse, 100% brass to
minis, 30% brass all others.
Norcal MX, PO Box 1918,
San Leandro, Calif. 94577.
415/352-5219, 278-4269.

D-38 EUROPEAN SCRAMBLES

Prison Hill, Carson City,
Nev. Lined S of town on
US 395. Entry \$8.
Start-125cc 9-10:30 am,
Old Timers & PP-11-12;
250s-12:30-2 pm; Open
2:30-4 pm. 702/882-2555.

CMC SEMI PRO ROUGH SCRAMBLES

Stockton Fairgrounds,
Stockton, Calif. Btwn. I-5
& Hwy. 99 on Charter Wy.
Start 11 am. Entry \$5 Ex.
pay \$5 at gate & \$10 at
sign up. 100% p.b. B&M
Promotions.
209/463-2338.

ATA TRIAL

Reche Cyn. area. Take
Riverside Fwy. to
Washington off-ramp. SE
to Reche Cyn. Rd., turn
R-approx. 9 mi. to trials
area. \$2 gate fee, \$3 entry.
No camping fee. Beginners
welcome. Sign up 9 am,
riders meet 10. Orange
City. Trialers.
714/830-1937.

CMC SEMI PRO MX

Sand Hill Ranch,
Brentwood, Calif. Gate
open 7 am, race 9. CMC
cd. req. 200% p.b. to Ex.
30% brass to others. Entry
Ex. \$15. Others \$8. Sil.
req. RT. 2, Box 143C,
Brentwood, CA 94513.
415/634-3328, 634-2086.

CMC MOTOCROSS

Carlsbad Rcwy.,
Carlsbad, Calif. Gate open
6:30 am, sign up
6:30-8:30, prac.
7:30-8:30, race 9. Entry
J/I \$7 mail, \$10 post. Pro
\$12 mail, \$15 post. CMC
lic. req. \$3000 med. cov.
PO Box 1402, Costa Mesa,
Calif. 92626.

CRC MOTOCROSS

DeAnza Cycle Park,
Sunnyvale, Calif. 3 motos
Sptsmn., 2 long motos Ex.
30% brass same day. Cash

to Ex. All classes.
Camping. Gate open 7 am,
race 9:30. No memb req.
213/830-7519.

NORCO MOTOCROSS

Snipes Park, 5th &
Hamner, Norco, Calif.
Parks & Rec. Dept.
Register 12-12:45 pm.
Race 1 pm. Entry \$4.50.
0-125cc Beg. & Nov.
714/735-3900, ext. 18.

MOTOCROSS

Tumble Weed Park
Naval Air Station,
Lemoore, Calif. Sign up 7
am, prac. 8:30, race 10 am.
Entry \$11/\$7. 100% p.b.
to 125, 250, Open Sr.
Trophies to others.
Camping. Big Valley M.C.
P.O. Box 1434, NAS
Lemoore, Calif. 93245.
209/924-4345, 998-3046.

D-35 MOTOCROSS

Spillway Park, Santa
Maria, Calif. Hwy. 101 -
Broadway exit. Follow
signs into riverbed. Sign up
7 am, race 8:30. Entry \$5
Jr/Int. \$11 Ex. 100% p.b.
to Ex. Same day brass.
Free camping.
805/937-6171.

CMC SEMI PRO MOTOCROSS

Action Rcwy., Redding,
Calif. S. 99 Clear Creek Rd.
W 8 mi. to Water Tower, L
at Cloverdale Rd. 3 mi. to
track. Gate open 8 am, sign
up 8-9, prac. 9-10, race
10:30 am. Entry N/A \$7.
Ex/Pro \$15, pee wee \$4.
All classes. CMC No. on
helmet req. 100% p.b. to
Ex.

AME MOTOCROSS

Sage Park, Ridgecrest,
Calif. Halfway btwn. Red.
Mtn. & Ridgecrest on Hwy.
395. Gate open 7 am, race
9 am. Entry \$6, \$12 Ex.
714/375-4536.

CENTRAL

SRAC MOTOCROSS

Castle Rock, Colo. Exit
80 off I-25 W across RR
tracks then S & W to track.
303/443-0825.

ENDURO

Childress, Texas.
Childress City Park, Hwy.
287. All classes inc. women
& -16. 8 am key time.
Entry \$12 pre, \$16 post.
Texas Enduro Circuit,
Texas Gulf Coast Events,
726 Central Dr., Port
Neches, Tex. 77651.
817/937-3650,
713/722-7926.

February 23

SCRA & FMF HARE PIE SCRAMBLES

Harbor City, Calif. S on
Harbor Fwy. to Pac. Coast
Hwy., head E to Bellporte
then S to 259th St. Must
RSVP to race your
mini-cycle. Start 8:15 am.
Mail \$5, post \$25. Pro
Williams, 1418 W. 259th
St., Harbor City, Calif.
213/530-4656.

February 27

D-36 SEMI PRO INDOOR ST

Sonoma City.
Fairgrounds. Exposition
Bldg., Santa Rosa, CA. All
classes + minis. \$4 entry,
100% p.b. to Ex. Quiet
bikes only, class C traction.
Sign up 4-6 pm, prac 5-7,
race 8 pm. 916/777-6409
or 408/438-3210.

SPEEDWAY INTERNATIONAL SERIES
Orange City.
Fairgrounds, Costa, Mesa, Calif. Starts 8 pm.
Europeans vs Americans. Four World Champions plus Top American. SRA/AMA/FIM sanctioned. 714/492-9933.

ALL INDOOR MC SWAP MEET
Orange City.
Fairgrounds, Costa, Mesa, Calif. Sellers space \$10 res. In advance only. Buyers \$1.50, under 12 yrs. 75¢. Inter-Shows, PO Box 3334, San Clemente, Calif. 92672. 714/639-7440, 492-9938.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, Calif. Sign up 6-7 pm, prac. 7, race 8. Sptsmn. entry \$5, Pros \$10. 100% p.b. med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

February 28

SPEEDWAY INTERNATIONAL SERIES
Ventura City.
Fairgrounds, Ventura, Calif. 8 pm. Europeans vs Americans. Four World Champs plus top American riders. SRA/AMA/FIM sanctioned. 714/492-9933.

INDOOR MOTORCYCLE SWAP MEET
Ventura City.
Fairgrounds, Ventura, Calif. Hwy. 101 (Ventura Fwy) Calif. St. exit. 6 pm-11 pm. Sellers spaces \$10. Res. in advance only. Set up 2 pm. Buyers \$1. Inter-Shows, PO Box 334, San Clemente, Calif. 92672. 805/643-2181 or 714/639-7440.

February 28-29

RUSS DARNELL MOTOCROSS SCHOOL
Cycle World MX Ranch, Bullhead City, AZ. On the Colo. River. Camping, boating, swimming. Entry to school \$30. 9 am-3:30 pm, both days. 213/367-1722. 602/757-8303.

February 29

CMC SEMI PRO FLAT TRACK
Stockton, Calif. San Joaquin Cty. Fairground. Expert entry \$15. 100% p.b. 209/463-2338.

URA PACK RAT ENDURO
Charlie's Place on Trona Rd., off Hwy. 395 (Red Mtn). Fun family run. Entry mail \$10, post \$12. URA memb. discount \$2. 2 man & 3 man teams add \$1 per rider. 2 SASE to URA, 6600 Gerald Ave., Van Nuys, CA 91406. 213/787-5208, 988-2967.

D-37 COMBO CROSS
Indian Dunes, Valencia, Calif. Entry \$6. 1-40 min. moto-waterproof. 8 am prac. for 125/250/Women. 12:30 prac. for Open & Side Hacks. Viewfinders & Santa Barbara Starters, 899 Darrell St., Costa Mesa, Calif. 714/645-4178 or 805/967-5313.

D-37 HARE SCRAMBLES
Lucerne Valley, Calif. Lined from Y-Cafe in Lucerne to Camp Rock Rd. 2-35 mi. loops. 10 am start. Entry \$7. PO Box 2522, Santa Fe Springs, Calif. 90670. Brush Busters MC 213/695-6094.

D-36 INDOOR SHORT TRACK
Hwy. 395 N of Reno to Reno Park, Nev. Sign up 8-10:30 am, prac. 10-11, race 12:30 pm. All classes + minis. Entry \$5. Spec. \$2.50. 702/972-8376, 972-8888.

B.O.S.S. CMC SEMI PRO MIX
Marysville, Calif. Under "E" St. Bridge. From Sacto, take Feather River Blvd. to L under Fwy. to 1st stop. R 2 blks. over Levee. Nov. sign in 7 am, race 9. Ex/Int sign in 12 noon, race 1:30 pm. Entry \$8/\$15 Pros. 100% p.b. to Pros + 10% to Pro Fund. 30% trop. Minis 100% trop. 916/635-5240.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. 200% p.b. to Ex. 30% brass to others. Entry Ex. \$15. Others \$8. Sil. req. RT. 2, Box 143C, Brentwood, CA 94513. 415/634-3328, 634-2086.

D-37 TT SCRAMBLES
Elsinore Raceway, Elsinore, Cal. Hwy. 71 at Lugonia. Sign up 8 am, prac. 9, race 10. All classes. Riders MC. 714/674-5383.

D-38 MOTOCROSS
Carlsbad Raceway, Carlsbad, Calif. 9 am start. Entry \$6. Ex/Am, women, hacks race am, Nov. sign up 10 am, race after Ex. No minis. No. D-37 cd., \$2 extra. Dirt Bike Promotions. 714/560-0426.

R.A.C.E. LEAP YEAR GP
Corona Raceway, Corona, Calif. Fwy. 91 to Pierce or Magnolia. Open 7 am, prac. 8 am. Entry 410 post only. 45 min. on 1/2 mi. GP course. Open to Beg/Nov/Int/Ex/Vets/Girls. 30% trop. 100% p.b. to Ex. 714/689-1913, 735-1705.

MARATHON
Fremont Rcw., Fremont, Calif. 2 man - 2 hr. Open 7:30, minis 8-9, 125-9:30, 250 noon, Open 12:30. 30% trophies. \$8 big bikes, \$4 minis, \$3 watch. 415/961-4780.

D-38 BUDDY RACE TEAM SCRAMBLES
Marked from I-8 & Hwy. 98. 3 hr. time limit. Starts 10 am, riders meet 9:30. Sign up Sun. morn. only. AMA cd. req. Entry D-37 & D-38 memb. \$7. Pieplate \$10. 714/352-2124, 352-5894.

CMC ROUGH SCRAMBLES
Argyll Park, Dixon, Calif. 11 mi. S of Dixon on Hwy. 113. All classes. Start 11 am. Entry Sptsmn. \$5/Ex. \$10. 2nd bike \$2. 100% Ex. p.b. 30% brass. Scrambles track. 916/678-3592, 678-9903.

CRC MOTOCROSS
Osteens Cycle Park, Pomona, Calif. 3 motos Sptsmn. 2 long motos Ex. 30% brass same day. Cash to Ex. All classes. Gate open 7 am, race 9:30. \$3000 med cov. 213/830-7519.

INDOOR SHORT TRACK
Reno Park Sports Arena. 16 mi. on 395. Turn at Border Town Bar & follow the black top to blue building. Reno, Nev. Classes 100cc-360 N/A/Ex. Mini 60/80/100. Sign up 8-10:30 am, race 12:30 pm. Entry \$5. Reno Park MC, 9495 Fremont, Lemon Valley, NV. 95058.

CMC SADDLEBACK
Saddleback Park, Orange, Ca. Gate open 7:30, sign up 'til 8:30, race 9. Entry Jr/Int \$7 mail, \$10 post. Pro \$12 mail, \$15 post. CMC lic. req'd. \$3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323, M-F, 10am-3pm.

D-36 MOTOCROSS
Helvetia Park, Sacramento, Calif. Btwn. Sacramento & Woodland on Hwy. 16. Start 8:30 am. Entry \$8. Minis/OT/Nov sign up 7-8:30; Jr/Ex 11-1 pm. 916/331-1304.

CMC MOTOCROSS
Dunlap Cycle Park. 35 mi. E from Fresno, Calif. on Hwy. 180, turn on Dunlap Rd., 4 mi. to track. Start 9 am. Entry \$6 mail/\$8 post. Pros \$10 mail/\$12 post. Free camping. 30% trophies, 100% p.b. to Pros. Dan Green, 2250 E. McKinley, Fresno, Calif. 209/233-1834.

CENTRAL

HARE SCRAMBLES
Sweeny, Texas. Take Hwy. 35 to Old Ocean Texas & turn L on FM524, pick up red arrows to start. Beginners 10 am; Series event 1 pm. Entry \$8.50. South Texas Winter Scrambles Championship Series. Third in six race series. 713/546-2073, 548-3215.

SRAC MOTOCROSS
Grand Junction, Colo. Exit off I-70 to 29 Rd. N to track. 303/443-0825.

SRAC MOTOCROSS
Colo. Springs, Colo. Aztec Park 6 mi. E of Peterson Field on St. Hwy. 94. 303/443-0825.

HARE SCRAMBLES
Indian Territory Raceway - 5 mi. N of Prague, Okla. on Hwy. 99, then 2 mi. W & 1/2 mi. N. Start 11 am. Entry \$7 mail, \$15 post. One sase for No. & info. to Indian Territory Rcw., PO Box 756, Prague, Okla. 74864. Ex. 100% p.b. & match cash. 405/567-2241.

SRAC MOTOCROSS
Lakewood Sportcycle Park, near Denver, Colo. Take Alameda W to the park. Sign up 8:30 am. Entry \$3 Nov, \$4 B. 100% rider p.b. \$1 watch. 303/988-3637.

March 6

MEXICALI TO SAN FELIPE CROSS COUNTRY
Bikes only. 3 classes + PP. Secret course. \$100 Experts, \$50 others. 50% p.b., fin. awards, contingency awards. Entries from Baja Racing Assn., Box 1803, Calexico, CA. 92231. 714/352-3767.

March 7

15th ANNUAL CHICKEN ENDURO
Clearcreek area, Los Gatos Cyn/Pacacho Store. Near Coalinga, Calif. Entries close Feb. 18. Drawing: Straw Hat Pizza West & Ashlan Ave., Fresno, Calif. Feb. 22 1:00 pm. Entry \$10. \$2 extra for 3 man team. No PP. Start 8:01 am. 3/SASE Pathfinders MC, PO Box 106, Fresno, Calif. 93707. 209/439-9122.

COYOTE DERBY ENDURO
Lucerne Valley, Calif. Lined from Y Cafe in Lucerne. Key time 7:00 am. Entry \$10 (D-37 mem); \$12 non-memb. C Rider 1 loop; B-2 loops; A all. Spk. arr. req. Drawing Mar. 1, 8 pm, Miraloma Inn, 3291 Miraloma, Anaheim, CA. Chaparrals MC, PO Box 1004, Los Alamitos, CA. 90720. 714/528-3007.

DRA SILVER BEAR H&H
80 mi. point to pint run. \$1000 purse. \$100 to 1st overall-no money to pie plates. 20% trop. Pins, decals. \$3000 med. Entry \$15 mail, \$20 post. Must be DRA memb. or ride pie plate Ex. Memb. \$15. Entry & 2 sase to Silver Bear, Box 2605, California City, Calif. 93505. 714/373-4647.

March 13-14

ATA ST. PATRICK TWO-DAY TRIAL
Texas, Canyon. Take 5 N to 14, take Sierra Hwy. exit 10 mi to Canyon. 2nd round of State Championship. Start time determined by post mark. Different 20-mi. loop each day. 1st rider out 9:01 am. Mail \$12-2 sase to V.O.T.E., 5700 Etiwanda No. 201, Tarzana, Calif. 91356. Post \$16. \$2 extra non-memb. 213/981-2317.

March 14

CRC CANDYASS FAMILY ENDURO
Sidewinder Rd., Barstow, Cal. 2 loops. Start 8:01 am. 20% trop. \$ fin. pins. Mail \$10 & 2 sase to CRC, 7601 Arlington Ave., Riverside, CA. 92503. CRC memb. \$2 discount. No ex. chg. Fam. tms. 2 & 3 man tms. add \$1 per rider. \$12 post entry. 714/689-6114.

March 21

AMA RED GARTER NATIONAL ENDURO
Los Padres Nat'l Forest. Marked from Hwy. 166 & Hwy. 33 near Maricopa, Calif. 125 mi. A/B/C riders. Entry closes Mar. 5-open Feb. 9. Lim. entry \$10.50 per rider. \$1 extra team memb. Street legal. 2 sase to DDMC, 4601 W. Imperial Hwy., Inglewood, Calif. 90304. 6 am start. Sil. spk. arr. req. 213/673-0306.

PERRIS TT GRAND PRIX

Ellis & Hwy. 74
Perris, California

March 14, 1976

100% starter trophies * 30% finisher trophies

\$10.00 entry — includes gate * 30 laps

Entries limited to 200

Mail entries only

Starting position determined by postmark

Entries close March 7, 1976

All classes: Mini, 100, 125, 126-200, 201-250, 251-500, Open & Old Timers * All classes scored separately * No Post Entries! All entries must be accompanied by 2 self-addressed-stamped-envelopes. We will send your racing number and instruction to you. The results will be mailed after the race. All persons under 18 Must have entry signed by parent or guardian and notarized.

R.A.B.I. Racing Assn., Inc.

314 E. Whittier, Hemet, CA 92343 714-925-2871

Perris TT Grand Prix Entry

Name	Age	Membership Number
Address	Phone	
Street	City & State	
Make Motor	c.c.	Nov. Am. Ex. circle one

This is a legal and binding contract. If rider is under 18 years of age parent or guardian must sign. Motorcycling competition can be hazardous. I hereby agree to conform to and comply with the rules governing this contest, and I further agree to hold blameless the Perris Motorcycling Recreation Center and R.A.B.I. Racing Assoc., Inc. and any property owner or owners, for any loss or injury to myself or property in which I may become involved by reason of participation in this contest. I do also agree to assume responsibility for any property damage which I knowingly initiate. I understand that I am not covered by any type of insurance... I have read the entry blank complete:
Yes No

Signature of Rider Required

Signature of Parent or Guardian required

This is a release

This is a release

ESCAPE COUNTRY
\$1000 Expert Purse (all Classes) Feb. 22
Plus the Tarzana Unlimited Series of Motocross
714-586-7964

Up your shocks!

**District 37
Motocross
RAWHIDE
Cycle Ranch**
by the Double Crossers M.C.
Sunday, Feb 22
714-642-3084



SADDLEBACK

Saturday Moto-cross
\$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Ints. & Pros.
Feb. 21—MX course run backwards
Feb. 28—Motocross & "Swap Meet"
Mar. 6—Motocross
Mar. 13 — Motocross
(start of Pit Bike Series)

24 hour info call 714-830-8010
Gate opens 7:30, Practice 8:00,
Race 9:00, Finished by 2:30
Beg., Jrs., Int., \$8.00, Pros. \$13.00
No membership or mail entry required.

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Date of Event	Time of event
Type of event (TT, MX, Enduro, etc.)	
Entry fee	Sanction
Location	
Mailing address	
How to get there	
Additional information	
Your name	Number to call for info (with area code)

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

Are you a BIKER?

Then you ought to be getting the bi-weekly newsmagazine that bikers like best. We call it **BIKER** because that's what we're all about — We let you know when the good rides are coming up, where they are and how to get there. And you can read what they were like in **BIKER** in case you might have missed anything. There's much more in **BIKER**. With 25 issues a year, we print a lot of good dope. Once you see a few issues of **BIKER** you'll want to subscribe.

For a **FREE SAMPLE** of what we're talking about, just send this coupon and 25¢ postage to **BIKER** (213) 595-4753

Box 2610, Long Beach, CA 90801 and we'll do the rest.

DETACH & MAIL

TO: Biker, Box 2610, Long Beach, CA 90801
Rush me a FREE sample copy of the latest **BIKER**
I enclose 25¢ in coin or stamps.

NAME _____
Address _____
CITY _____ State _____ Zip _____

Do sidehackers do it sideways?

AME Race with AME

1st Sunday-Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30

2nd / 4th Sunday
Indian Dunes Park

Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg. Jr. Int \$7 Mail, \$10 Post, Pros \$12 Mail, \$15 Post.
AME License required \$8 per yr.

Every Friday Night
Indian Dunes

\$4000 MEDICAL INSURANCE
Sanction Available
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

Ride With The Best

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail, \$15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail, \$15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED \$8.00 PER YEAR

\$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.

(714) 557-3323 **MON-FRI 10am-3pm 92626**

DRA Join Up Now

Desert Racing Assoc.
\$15 per year
Out of state & No. Calif. 1/2 price
Put the Fun Back in Your Desert Racing with a '76 DRA Membership
30 Times a Year

All Classes:
Beg. Nov. Am. Ex. Senior, PP, Mini
Participate in Points Program
Rider Point Fund

Club Points — Shop Points
Trophies — Pins — Cash
4/Wheel Radios — Rescue
\$3,000 Rider Medical Insurance
DRA, PO Box 2605, California City, CA 93505,
info: 714-373-4647

RACE SCHEDULE
Feb. 22 — Saddleback
Feb. 29 — No Race
Mar. 7 — Carlsbad
Mar. 14 — Saddleback
INFO 714-581-2778

WEST

Motocross

CANYON RACEWAY
Phoenix, Ariz. Black Cyn. Fwy. N to Carefree Hwy. L to Lake Pleasant Rd. 602/992-0359. Every Sunday.

CARLSBAD RCWY
Carlsbad, Calif. 714/729-3492. Husqvarna 2nd & 4th Saturdays.

CORONA RACEWAY
Corona, Calif. R.A.C.E. M.X. 714/689-1913, 735-1705.
Every Friday night (HSMX), Every Saturday.

CYCLE WORLD RANCH
Downtown Bullhead City, Ariz. on the Colorado River. 602/757-8303. Every 1st & 3rd Sunday.

DeANZA PARK
E of Riverside, Calif. on Hwy. 60, take Theodore exit. 714/653-2633, 735-1301. Every Saturday.

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy. 71 at Lugonia Ave. 714/826-2386, 674-5383. Every Sunday.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San Diego Fwy to El Toro exit, E 13 mi. 714/586-7964. Every Sunday. Every Saturday.

EUGENE MX
Eugene, Ore. I-5 to 125 W in Eugene to Danebo. 11th & Danebo in Eugene. 503/344-0140. Every Sunday.

FLY-N-RACWAY
Thermal, Calif. 6 mi. S from Indio, take Airport Rd. to track. 714/328-4512. 1st & 3rd Sundays. AME MX.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
9 mi. N of Yuba City, Calif. on Hwy. 99-signs to track from stop light. Live Oak Racing Assoc. 916/673-1090, 673-7767. Every Saturday.

ORANGE CTY. INT. RCWY.
Irvine, Calif. AMC Nite MX. 714/581-2778. Every Wednesday.

RAWHIDE CYCLE RANCH
Elsinore, Cal. 2 mi. E of Hwy. 71 on Hwy. 74. 213/928-4552. Every Sunday.

SADDLEBACK PARK
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

SUNNYVALE PAL MX
Sunnyvale, Calif. U.S. 101 to Hwy. 237 to Caribbean Way, to track. 408/253-5497. CMC every 4th Sunday.

395 CYCLE PARK
Adelanto, Calif. On Hwy. 395. 714/246-6109. Every 2nd & 4th Sunday.

VALLEY CYCLE PARK
Hwy. 23 & Tierra Rejada Rd. S of Moorpark, Calif. 805/529-9546. Every Sunday.

Dirt Track

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy 71 at Lugonia Ave. Night TT. 714/826-2386, 674-5383. Every Saturday night.

CYCLE LAND SPDWY
14 mi. S of Chico, Ca. on 99 E. 916/342-9302, 342-4216. Rough Scrambles every Sunday.

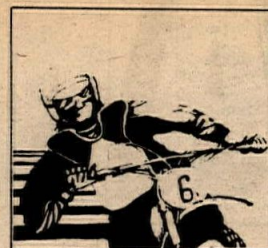
PERRIS RACEWAY
Perris, Ca. Btwn. Hwy. 395 & Hwy. 71 on Hwy. 74. 714/925-2871. TT & ST every Sunday.

395 CYCLE PARK
Adelanto, Calif., Hwy. 395. 714/246-6109. TT & HM 1st & 3rd Sundays.

Meetings

M.O.R.E.
Orange Cty. Chapter. OCMC Clubhouse: Trask & Newhope St., Graden Grove, Ca. 714/542-8964. 1st & 3rd Tuesdays.

M.O.R.E.
San Fernando Chapter: 1523 Fifth St., San Fernando, Ca. 213/361-8530. 2nd & 4th Tuesdays.



CENTRAL

Motocross

ARMADILLO MOTOPARK
Irving, Texas. County Line Rd. S from Hwy 183. Track 2 mi. on R. 214/252-7864. Every 2nd Sunday Pro-Am. Every 4th Sunday Jr/int.

AUSTIN MX PARK
Austin, Tx. Pro-Am. 512/451-2326. Every 1st, 3rd & 5th Sunday.

BIG CREEK PARK
Near Lake Summerville, Tx., next to Big Creek Marina. 713/822-9430. Every 2nd & 4th Sunday.

BIG DIG
Albuquerque, N.M. Broadway to Los Plarcos Rd. S, turn L cross bridge & turn L to Albuq. Drag. 1 mi. past Drag. 505/298-7013. First Sunday.

BLOOD, SWEAT & GEARS INC.
Stillwater, Okla. I-35 to Stillwater, exit (Hwy. 51), E 4 mi., then 2.5 mi. 405/336-5173. Nights. Every 1st & 3rd Sunday.

CENTEX MX PARK
Cameron, Tx. 4 mi. W of Cameron on Hwy. 36 & 190 towards Temple. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. 303/443-0825. 2nd Sunday.

DAVIS
Davis, Ok., 3 mi. S of Davis on Hwy. 77, or 1/2 mi. N of I-35 on Hwy. 77. 405/369-2117. Every 2nd & 4th Sunday.

DENTON VALLEY MX
From Dallas, Tx., take I-35 S to Loop 288 exit, W till light. N on McKinney Rd. past Mayhill to track. 817/382-1607. Every 2nd & 4th Sunday.

INDIAN TERRITORY RCWY
Prague, Okla. 5 mi. N of Prague on Hwy. 99-then 2 mi. W & 1/2 mi. N. 405/567-2241. 1st & 3rd Sunday.

K & R PAULS VLY
Exit I-35 at Paoli, Okla., 4 mi. E, follow signs. Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Texas. I-35 to Hillsboro, W on Hwy. 22, about 15 mi. to FR 2960. Left 3 mi. 817/694-2901. Every 4th Sunday.

LONG ACRES
12 mi. W of Mannford, Okla. on old Hwy. 51. 918/865-4028. Every other Sunday.

LONGVIEW TX
I-20 past Kilgore, Tx., exit FM 2087 R, first house on R. 214/663-0011. Every 4th Sunday.

MOSIER VALLEY MX PARK
Euless, Texas. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi. L on Mosier Valley Rd. to track. Pro-Am. 817/267-9153 or 277-9917. Every 1st, 3rd & 5th Sunday.

OAK HILL
Between Alvord & Decatur, Tx. on Hwy. 287-81. Exit at Mt. Zion Rd. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tx. 3 mi. E of Lufkin on Hwy. 103. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
1 mi. off Hwy. 35 on FM 46, Danbury, Texas. 713/849-4461 or 922-1145. AMA Every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tx. 3 mi. S of Alvarado on I-35 W, Greenfield & Varnsville, exit 2 mi. E follow signs. Pro-Am. 214/330-8606. Every second Sunday.

RIO BRAVO PARK
Houston, Texas. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

RUSK MX PARK
3 mi. NE of Rusk, Texas, on FM 768. 214/683-2811 days, 683-4750 eves. Every 4th Saturday.

SAN ANGELO TX
S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. San Angelo, Texas. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Texas. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE CTY MX PARK
Seminole, Okla. 9 mi. S of Seminole on new Hwy. 99. Pro-Am. 405/382-5818. Every 1st & 3rd Sunday.

SOONER MX PARK
Amber, Okla. 37 mi. SW of Okla. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
3 mi. S of Lockhart, Tx. on Hwy. 183. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Texas. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru down, to FM 552, then L to track. 214/272-6376. Every 1st, 3rd & 5th Sunday.

SEMMONS CYCLE PARK
I-35 btwn. Carrollton & Lewisville, Tx., exit Sandy Lake Rd. Go N, 3 mi. on R. 214/241-4270. 1st, 3rd & 5th Sunday.

SWAN TEXAS
6 mi. N of Tyler, Tx. in the Piney Woods. 214/561-1463. Every 1st & 3rd Sunday.

TWIN OAKS PARK
13 mi. NE of Claremont, Okla., on Hwy 66, to end of 4-lane. 1 mi. E, 1/4 mi. S. look for signs. 918/341-1143. Every 2nd & 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tx. Exit I-10 at North Main exit, 2 mi. N of I-10. Pro-Am. 713/576-6025. Every Sunday.

COLO. NAT'L SPEEDWAY
Erie, Colo. 20 mi. N of Denver on I-25 & follow signs. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

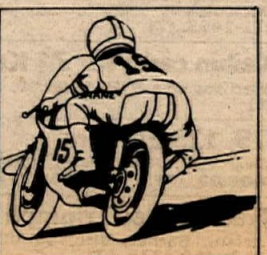
THUNDERBIRD PARK
5 mi. E of Claremore, Okla. 918/341-8282. Every Saturday night.

WILL ROGERS MEMORIAL CENTER
Barn 8, Ft. Worth, Texas. 817/268-0681, 214/276-0409. Every Saturday night.

Hillclimb

DALLAS TX
Btwn. Hwy. 80 & Dallas-Ft. Worth Tnpk in Dallas. 214/337-7534. Every 3rd Sunday.

LAKE WHITNEY RANCH
Lake Whitney, Tx. Texas Hillclimbers Assn. 214/337-7534. First Sunday.



WANT ADS

Weld aluminum without heliar

Amazing new welding rod, welds aluminum alloy using a regular propane torch. Welds at only 710 degrees! Tensile strength 28,000 lbs., weld cylinders, heads, crankcases without fear of warping. Only \$10.00. (602) 998-6695. (7)

'74 Yamaha 360 MX

Excellent condition, ported, polished, 36 Mikuni, 2 swingarms, (moved-up-stock) much more. Fast & reliable, must sell, \$650.00. (714) 245-6369. (7)

'75 HUSKY 360 GP — new top end, gas forks, Metzeler rear, primo shape, never raced. Must sell, many extras — \$1300 or best offer. Greg (805) 968-2995. (7/2x)

'74 OSSA PHANTOM MX, excellent cond., needs new pipe mounts. Only \$675.00 or best offer. (213) 320-5098. (7)

** Late '74 CR 125 **

Immaculate cond. including inner engine and suspension. Fresh paint, calgarded engine, alum. bod Konis, Profab swing, 410 Yok., gearing. (Recent FMF porting, pipe, head), 32 Mikuni, crank-kit, K&N air, Barnett clutch. (Never ridden since new bore, piston, rings, Andres, seat cov., Bel Ray, fork cells (complete extra engine minus center cases & crank). 376-extras included. Must sell. \$675. (213) 376-1508. (7)

Primo Monark enduro, \$450.00

Very reliable, fast, 6 sp. 125 owned by mechanic. Includes many enduro extras, perfect for young enthusiast. Ask for Paul (213) 287-6160 or (213) 446-5984. (7)

Radial Maico 400

Excellent condition, ready to ride. Koni, Mikuni & etc., \$600.00. (213) 899-5702. (7)

'75 1/2 Bultaco 250 Pursang

Latest model, hardly ridden, perfect condition, set up well for motocross. GP seat, fenders and sideplates. FMF porting and track pipe. Also chain tensioner, fork boots, and more! Must sell, \$900. (714) 644-8438. (7)

New GP Husky 250 for \$1095?

If you can find one, buy it quick! If you can't, buy mine; you'll never be able to tell it from new anyway. Fox air forks, other extras and spares. San Jose area (408) 867-5920.

'73 Yamaha 360 MX

Set up for desert, \$400.00. Call after 7 o'clock (213) 631-7331. (7)

Three great Yamahas

250 DT1, \$350; 250 YZA, \$800; 400 Mono, \$1000. All three with extra good stuff. (213) 896-4014, after 7:00 (213) 363-9674. (7/2x)

Elsinore CR 125

Brand new, stored for 1 yr., runs perfect, stock, \$600 FIRM. (213) 256-0811. (7)

Tour Spain

with Barbara and Gene Mattison on your choice of Bultacos for three or more weeks in September 1976. For more information send stamped self addressed envelope to: Gene Mattison, 2205 California St., Redding, CA 96001. (7)

'73 1/2 ELSINORE 125, box stock and cherry throughout. Sacrifice \$450. (213) 884-6338. (7)

Trick '73 Yamaha 100 MX

Ported, milled, 125 reed valve, forward mounted Arnacos, 21" front, plastic tank, fork kit, good tires, new piston, and more. Meticulously maintained. Must see! (213) 271-1493. (7)

Keihin carbs for Z1 Kaw

Used for one R.R. \$300.00. (318) 686-6395. (7)

'75, 125 Elsinore

Very fast, FMF mods. Call for more info. \$600.00. (213) 375-7051. (7)

Trackmaster Triumph 1/2 miler

Ceriani, Barnes, disc, \$1400. Sell or trade? (213) 450-4115. (7)

'74 Maico 250, \$625

Excellent condition, DIDs, aluminum Konis, Wheelsmith goodies. Must sell! (213) 963-3024. (7)

175 Penton

Mikuni kit, Curnutts, DIDs, Filtron, mint condition, \$550.00. (213) 285-6732. (7)

'74 Yamaha RD350

Stock, clean, showroom condition. Less than 1500 mi., \$650.00. (714) 551-1390. (7)

Hodaka 100B

Excellent condition, air forks, Elsinore shocks and more. Reliable, \$275.00. (213) 967-2095. (7)

'73, 400 CZ fast and reliable

Sunburst head, Mikuni, cleansweep pipe, gas shocks, air forks, plastic and stock tank, skid plate, complete CZ tools and sho manual and more. \$650.00. (714) 870-5807. (7)

Reliable 1975 MR 175 Honda

New Porsche forces sale of immaculate MR 175 Honda, \$650.00. (213) 530-9223. (7)

New Huskies

All at mooch deal prices! S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244. (6/TFN)

250 KTM End/Cross dlr. repo.

Never sold. Retail \$1820, dlr. price \$1420. Endo kit, etc. \$1,320. (213) 530-4379. (7)

1974 Husky 250 WR

12 months old, very low play miles, Konis, gears, tools. Looks and runs like new, \$1,000.00. (213) 399-2567. (7)

Desert ready 250 YZ

1974 Yamaha 250 YZ. Perfect condition, fresh motor, new rimsaver tires, Vesco, forward shocks, chain tensioner, J-bars, many extras, \$750.00. (714) 536-2615 eves. (7)

'71 Suzuki "250"

Dirt racer — completely overhauled, \$395.00. Ph. (213) 371-3383. (7)

'74 Yamaha MX

Air forks, chrome-moly bars, new Boges, L.T.R. suspension, new tires, exc. condition. Desert ready, \$550.00. (213) 328-0940.



Russ Darnell MX Schools Easter

vacation. Argyll Park, Dixon, Calif., April 10 & 11. Indian Dunes, April 13 & 14. Saddleback, April 15 & 16. Entry \$30.00. This school will cut your lap times more than a \$300 engine performance kit. (213) 367-1722. (7)

Mono shock

1975 Yamaha 360 YZ — ridden three times — \$1,150.00. Call Sat. or Sun. (Feb. 21, 22). (213) 998-0139. (7)

BIKER magazine is for the road riding man. Published bi-weekly by the folks who bring you Cycle News. Free BIKER pin with each subscription. Send \$7* for one year of BIKER (25 issues) to BIKER, Box 2610, Long Beach, California 90801. (4/TFN)

New Bultaco 3 gallon tank

\$35.00. Pursang wheels, \$20.00 to \$75.00. 8 in. Pursang forks, \$100.00. Pursang frame, \$40.00. Crankshaft, \$60.00. Engine, \$300.00 and more. (213) 896-6209. (6/2x)

For sale or trade

Honda Elsinore 125, Marzocchi shocks, 520 chain, C.H. air box, 30mm Mikuni, ported, Miller Mano, Porcupine head and high pipe, ex. cond., \$1400 invested. Sell \$750 or trade for mono or RM. (714) 252-3080. (7)

Desperate to sell!

1973 Bultaco 250 Pursang. Lower end rebuilt, new fork seals, clean, runs great, good condition. Must sell, \$375 cash firm. (213) 899-4305. (7)

'75 HUSKY 400 W.R. RIDDEN approx. 35 hrs., never raced, exc. cond. Vesco tank, forks & shocks exc., eng. perf. (714) 272-3956. (7)

'73 Yam. 250 MX

Excellent shape, new engine, fork kit, forward mounted S&Ws, YZ tank, Metzeler & more. Handles super. Must sell, \$550/offer. (213) 999-1378. (7)

'74 Jawa speedway

\$1300.00 or best offer. Must sell now. Call after 5:30 p.m. anytime wkends. Ask for Dave (714) 634-1788. (7)

'74 KX 450 excellent cond.

Many extra parts, shock mods, low miles, \$700.00/best offer. Trade for late model ATC 90/bike + cash for 250/400 Penton enduro. (714) 748-2294. (7)

100 Suzuki works replica

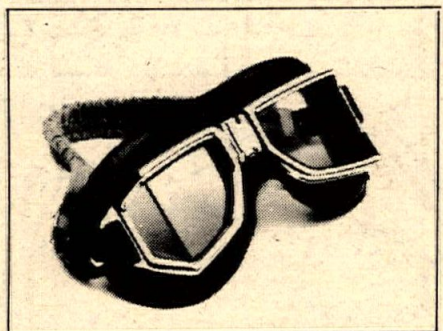
Set up for 90-120 lb. MXer — wide power band. Totally trick and sano. To the max. \$1600 invested, for \$450.00. (714) 755-4022. (7)

I need a wheel!

Barnes hub laced to 19" Borrani or Akront with front disc and caliper must be perfect. P.O. Box 162, Medford, Ore. 97501. (7)

Late '74 Penton 250

Better than new — spares + 2 tanks & long travel, etc. \$750 or best or trade? "Gino" (213) 848-4280 or (213) 246-7425. (6/2x)



"Mickey Thompson likes"

his new prescription goggles. You will too! Write Ellie Taylor's Goggles, P.O. Box 5023, Santa Barbara, California 93108. (7/EOI/5x)

'74 — 250 YAMAHA, NEVER RACED, clean, \$700.00. Call before 12:00 p.m. (213) 962-2770. (7)

Tax refund ?

Buy my 15' Smuggler, gas-electric refrigerator, range-oven, other extras, hauls 5 bikes, sleeps 6, see this wknd. in Montebello, \$1700. (213) 722-3585. (7)

NORTON: CAFE single seat, \$20. Amal carbs \$15. Diamond chain \$15. Tubular alloy pushrods \$10. Clutch tool \$5. Turn signals \$10 set. (213) 222-9265. (7)

Terrific pit bike

90cc Kawasaki — low mileage — never raced — licensed for 1976 — wife's bike — she don't ride — \$125.00. (714) 987-6723. (7)

'74 Yamaha 250 MX

Mid mounted shocks, fork kit, skid plate, 2 tanks, K&N filter, like new, ridden 5 times, \$650.00. (714) 528-3488. (7)

'73 Husky 125

6 speed, CDI ignition, good condition, never raced, \$450. (714) 998-2935 after 6. (7)

Call us on our tire prices

(213) 289-5301. (43/TFN)

'72, 501 MAICO, many extras. Must see to appreciate. \$800. (714) 595-1528. (6/2x)

"Munari & Norstar boots"

\$59.95

Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

Pee wee 50cc

for child, 3 to 6, like new, inves. \$600.00. (714) 898-2179. (7)

'74 Monark 125

Excellent cond., Koba shift kit, forward mounted S&Ws, Jensen pipe, plastic tank and more. Fast, reliable and shifts excellently, \$450. After 6:00 p.m. (714) 595-7884. (7)

650 TRIUMPH-CHAMPION. Cerianis, Konis, Barnes rear wheel, disc brake, Mikunis, Collins cams, \$1,200.00. (209) 431-6366. (7)

'68 BMW R69S classic

Excellent condition, Wixom fairing, leg fairing, bags, tour pack, Holsclaw trailer, best offer. (616) 949-3418. (7)



'73 Rickman Hodaka

Out accelerates boost ported 100 Elsinores and handles better. Everything new; seals, cables, tires, shocks, top end, speed equipment. Raced only 11 times at Ascot and Irwindale, 4 firsts, 4 seconds. Super deal at \$375. (213) 375-0891. (7)

'75 Can-Am 250 MX

Practically new, never raced, fastest stock we've seen. Mint condition, make offer. (213) 377-1403. (7)

'74, 360 Yamaha enduro

Low miles, must sell, \$800.00/best offer. (213) 927-1630. (7/4x)

Jawa speedway bike

New engine, 22 inch wheel, \$1,050.00. (714) 536-4631. (7)

Finisher pins

Most of the Finisher Pins you're wearing were made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

*** '73 CZ 400 ***

Ready for the track with Boyds & Stelling LTR aluminum swingarm, Konis, LTR front suspension, new pipe, plastic coffin tank, new Yokohama Super Digger 901 series knobby, plastic air box and fenders, aluminum chain guide, stock ported engine with a new double Dykes ringed piston, 36mm Mikuni, hardly anymore could be added. Bike has been sitting in garage, priced to sell at \$695.00. Chris at (213) 645-2598 after 5 p.m. (7)

'71 Husky 400 — MI

Outstanding value — custom lowered frame, new top end, new seat — new gears — new chain, clutch, many more — (Old Husky never die.) \$450.00. (714) 525-3018. (7)

Reward \$300 cash

For information leading to the recovery of one 1974 Bultaco 360cc ID No. HB12100564, stolen from a yard in Santa Ana, CA 1-31-76. Info will be held in strictest confidence. Call Don days (714) 556-4540, nights (714) 839-9608. (7)

TRADE 21", 125 YAM MX wheel, D.I.D., perf. cond. for 21" enduro wheel. (714) 530-3037. (7)

'75 Bultaco 900"

360 lay down shocks, 9" front travel, 10" in back, Al Anders porting, very fast, can see at Al Anders or call (213) 863-6144 ask for Jeff.

3 bikes \$1000 or offer

No they're not junk — I need quick cash! '72, 250 Elsinore Honda — runs great — fast. '74, 250 Greeves, very clean. '71, 100 Bultaco recently rebuilt. Will sell any separately — I'll deliver. (805) 541-1410. (7)

'71 Maico 125cc, 6 spd.

Tricked, \$550.00. Also 501cc Maico eng. complete and as new, \$375.00. Call Tom (213) 996-1606. (6/2x)

Wanted

750 Honda basket case. Must have all the parts for engine & frame. (213) 427-7650.

Trick suspension!!!!

Lay down, most bikes, \$65.00. Bilsteins, \$83.95. Boge, \$43.95. Fox Shox, \$93.00. Works Performance, \$105.00. Fork kits for all RMs, \$29.95. G.S. Sigman Race Car Engr. (213) 830-4678. (6/4x)

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Now in stock

YZ 250s, YZ 400s, YZ 80Bs, YZ 125Xs & YZ 100Cs. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (6/TFN)

'75 BULTACO, 250 ALPINA, as good as new, new CS rear tire, \$699.00 or offer. See at AAA Cycles in Santa Ana or call (714) 674-2483 after 6. (6/2x)

Huskys priced to sell

360 G.P. 38mm carb, 2 rate shock springs & parts, \$1000.00. '74, 250 mag, Profab frame, new Bilsteins & parts, \$700.00. Will deliver Cal., Ore., Wash. (503) 267-4705. (7/2x)

1/2 miler

TZ 250, Champion frame, 6 speed, Barnes wheels & disc, very dependable, good Novice bike, \$1700.00 or best offer. Call days & leave phone number, will return calls. Ask for Jeff (213) 641-9700. (7/2x)

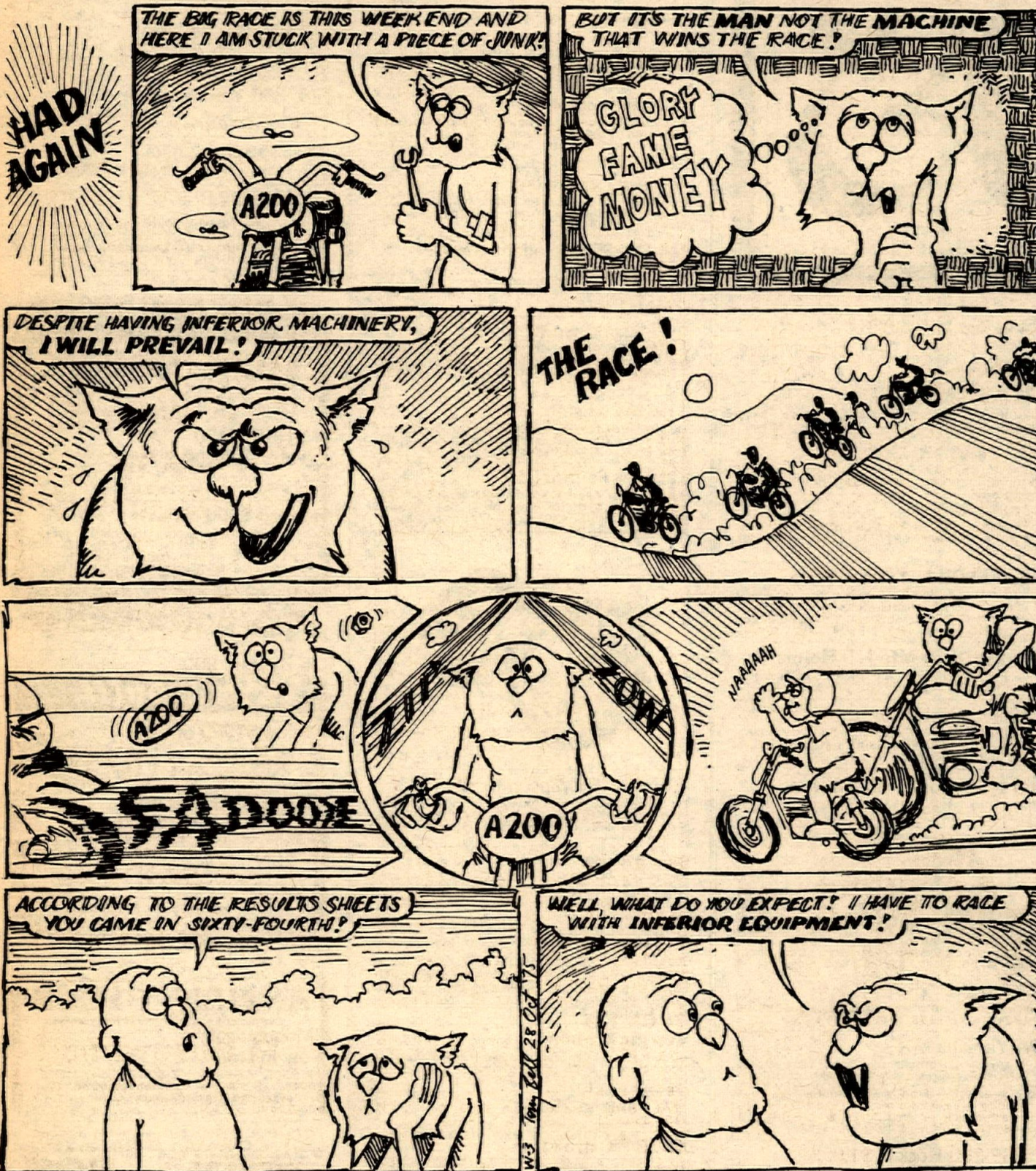


750 Triumph 1/2 miler-TT

Eng. balanced & blued, Barnett clutch, Trackmaster, Mikunis, new seat, new paint, new ignition, extra frame & sprockets, \$925.00. Honda 250 MT, 1974, 450.00/offer. (714) 743-0203. (7)

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Yamaha 125 MX laid down shox

No. 1 fork kit & 1" extenders, new tire, new sprocket, just gone through, \$335 or offer or trade for GOOD forks & shox. (213) 424-0012. (7)

RD 350 Yam. TL 125 Hon. trial

RD — low mi. — brass bushings — very nice, \$700.00. TL — little use — some mods, \$475.00/offer. (714) 536-4445. (7/2x)

'75 BULTACO PURSANG 360, gas Girings & desert tank, ridden 5 times, \$800 or make offer. (714) 994-3193 or (714) 527-4227. (7)

'74, 360 Bultaco Pursang

Never raced, better than new, hardly ridden, \$675.00. Call Tom (408) 374-9321. (7)

1974 TM 125 Suzuki

Excellent condition — like new — must sell, \$450.00. Call after 6 p.m. (213) 426-3079.

'72, 175 KTM Penton

Low miles on new top & bottom end, excellent cond., \$450 or best cash offer. (213) 634-8793. (7)

'74 CR 250 Elsinore

Ridden 3 hours since rebuild. Redline swingarm, Konis, D&G pipe, good rubber, \$600.00 firm. (805) 486-3236. (7)



Husky KTM Maico

Buy your '76 from a pro who knows desert and motocross. He'll set your bike up the way you want it. The price will be right too. Bill Saltzman's Motorcycles. (213) 337-6811.

'73 Yamaha 250 MX

Moved Boges, new tires, Noguchi cyl. & stock cyl. Many extras, \$600.00. Days (714) 897-4346, evenings (714) 533-9814. (7)

'75 YZ 250 monoshock

Super clean — ridden very little — never raced. \$900.00 or offer. (714) 998-6586. (7)

Honda red frame owners

If you have the new nitrogen filled rear shocks and only getting 5 1/4" rear wheel travel, we will rework them to get 7 1/2" rear wheel travel, oil change and seal them with nitrogen. \$27.50 does both shocks. Satisfaction guaranteed. Hilesalu Manufacturing Co., 322 N. Lima St., Burbank, California 91505. (213) 842-3280. (7/2x)

'74 Montesa VR 250

Long travel suspension, Twin Air, alloy aibox, Pettys, xint. cond., \$600. (213) 826-4114. (7)

Genuine desert sled

650 Tri. unit, Maguras, Filtron, Pettys, Bates, Cerianis, Boges, J&R, skid plate. Too fast for me, \$600.00. (213) 372-8438. (7)

LATE '75 mono, Terry kit, excellent cond., extras, \$900 cash. (714) 646-4789. (7)

Texas Maico — '75 1/2, 400

Still new: 4 hours, never raced. Aluminum tank, gas forks, skid plate, chain tensioner, many extras. Have new job, no time. \$1150 or offer. (512) 926-2850. (7)

'73 MX 250 YAMAHA. Excel. condition, \$550.00. 4 rail trailer with big box for gear. Axle can be moved for weight, \$375.00. (714) 734-1091. (7)

Yamaha 125 YZ

Brand new, ridden three times, \$700.00. (213) 998-0139. (7)

450 Husky Tibblin built

1973, new shocks, tires, rebuild, excellent. Best offer over \$550.00. (714) 494-6568. (7)

'74 Maico 400

Fox forx & shox, Wheelsmith pipe & pegs, matched ports, xint. cond., \$850.00. (213) 826-4114. (7)

'73 Bultaco Pursang 350

Good condition, desert tank, Curnutts, Petty fenders, \$400.00. (714) 635-0938. (7)

'74 Maico 250

Top condition — very fast — consistent hole-shot starter and winner — spare parts included — Jeff Vidic's bike, \$795.00. (213) 249-4420 or (714) 839-0150. (7)

New '76 Falta GPMs, 250 & 400

Mikuni carb, Twin Air, Preston Petty fenders & number plates, Oury grips, polished alum. gas tank, D.I.D. type rims, air forks 8" travel, cantilevered air shocks, 8" travel, 250cc, 400cc. Grand Prix Specialties, 1312 W. Burbank Blvd., Burbank, CA 91502. (213) 846-4405. (7)

'74 MINT HONDA CR125, fresh bore, DG radial head, Redline swingarm, 30 Mikuni, absolutely perfect condition — \$575.00 or best offer. (805) 259-7121. (7)

Bultaco 350 Alpina '73

Cow trailed only, new top end, dependable, hardly ridden, \$575.00. (213) 893-9094 or (213) 845-1215 eves. (7/3x)

250 YZ cylinder

Not run since bore replated. Fits '74 or '75. \$75.00. Call Wes days (405) 232-0678, nights (405) 842-7160. 3048 NW 71st St., OKC 73116. (7)

Honda SL-70

Excellent cond., bored to 81cc, has cam, carb, manifold, pipe (2). Very fast, \$250. (714) 838-2703. (7)

'75 KTM Penton 400, 6 speed

Street license, with lights, large tank, VDO speedo, and Preston Petty fenders. Never raced — \$1,175 or offer. (408) 374-9992. (7)

Former 140 mph boat anchor

Complete Rickman Metisse road racing chassis w/fairing, mag wheels, triple discs — fits Norton twins, BSA-Triumph twins & triples — also BSA — 3 road racing engine w/Qualife 5-speed CR gearbox. Cogs good, engine suitable for boat anchor. All for \$800. (805) 325-3476. (7)

'76 RM 250 SUZUKI. Blueprinted, Andres bars, new piston & rings, 3 months old, xint. cond. & very fast, best offer. (714) 828-5005. (7)

Fantastic 250 Yamaha DT1

21" front wheel, knobbies frt. & back, Preston Petty fenders, 3 1/2 gal. desert tank, exp. chamber, forward mounted S & W shocks, great play or enduro bike in excellent condition, \$335.00. (213) 333-7438. (6/2x)

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(213) 289-5301. (43/TFN)

TZ 700 Yamaha

Roadracer, new tires & spares. TD2B Yamaha half-miler — spare & gearing. Call after 6:00 p.m. P.S.T. (707) 442-8244 or (707) 442-8211. (5/4x)

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Wheels laced, \$16.00. Trued, \$6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

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Brand new Yamaha TA125 road racer with fairing. YZ125B shorttracker — Randy Mamola rode this motorcycle to many victories including Dist. 36 Shorttrack Championship. Boss frame, spare gearing, a proven winner, \$1495.00 firm. (415) 366-3814. (6/2x)

Yamaha 500 flattracker '73

Trackmaster frame, Redwing suspension, Barnes wheels, rear disc, Vesco engine, \$1095.00. Southwest M/C Sales, Glendale, Arizona. (602) 931-3755. (6/3x)

'73 Triumph Bonni 750

Fresh motor, super handling, Dunstal equipped, & many spare. \$1,250 or best offer. (213) 465-5038. (7)

'75 Honda CR 125

F.M.F. porting, milled head, 30mm Mikuni, H.D. front spokes, excellent, \$550.00. (213) 656-3943. (7)

'75 Husky 250 CR

Never raced, desert tank, skid plate, ported, very sano, \$1150.00. (714) 544-2792. (7)

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Street legal, '76 tags, only 700 miles, 19" & 21" front wheels, Curnutts, Cheng Shins, Pettys, Jones CM bars, \$750.00 or trade for clean '74 or '75 Pursang. (213) 660-3288.

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Test ride either of two excellent trail bikes, 250 Montesa VR, 400 Husqvarna, before you buy, unemployed, need bucks, don't miss out! (714) 795-2910. (6/2x)

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Perfect condition, new top end, swingarm, spare parts. Great for racing, but never raced. Must sell by end of month to meet bills. Worth \$950.00 will take best offer. (714) 962-0126 or (714) 960-3457. (7)

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1972, 5 speed, custom Kerkers, new engine, new K&S, \$1200.00. After 7:30 p.m. (213) 373-6880. (7)

'75 Bultaco 360, \$975

Fresh motor, never ridden. New lower mag, nickel chain, sprockets, Metzeler and tube. PP fenders, Trelleborg, S&W, and Bilsteins. Completely set-up. Near new condition. Phone (213) 486-7090 days, (213) 355-8542 nite. (7)

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Ridden 7 times, porcupine head, Miller Mano pipe, and porting, 8 1/2" travel kit, chain tensioner, K&N filters, \$750.00. (714) 527-7482. (7)

'70 Husky 360, \$500 or offer

Exceptionally clean, new 5 dog gears, rebuilt top end. (213) 532-3878. (7)

'74 GP 450 Maico

Lt. forks, cantilevered rear, DIDs, 8 gauge spokes. All plastics, small works clutch, Andres, new A&R pipe and much more, \$750. (213) 338-9682. (7)

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19" front spool wheel complete with tire, \$80. Full suit ABC leather w-34, \$95. Chrome Van Tech race frame for 360 or 250 Yam., \$100. Jeff after 5:00 (213) 867-5282. (7)

\$15/30/5 LIABILITY INSURANCE, 12 months rates: 70cc's \$24, 250cc's \$38, 500cc \$60, 650cc's \$73, 1200cc's \$85. (All other coverages available). (213) 679-3318. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (1/TFN)

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400 MAICO COMPLETE minus front forks, all or part. Best offer. Electronic ignition for CZ, \$50.00 used. (213) 846-4405.

'75 Falta 250cc

36mm Mikuni carb, 8 petal D.H. reed, Twin Air, Preston Petty fenders, polished alum. gas tank, cantilevered air shocks, Sun rims, 8 gauge spokes, J.H. pipe, 8 1/2" air forks, very clean. \$950.00 or best. Loren (213) 846-4405. (7)

'75 CR125 Elsie — '70 Husky 400

1975, 125 Elsinore CR — \$550. 1970, 400 Husky — \$450. Also Am. Eagle frame — \$200. Ph. (213) 358-5615. (7)

CR 125 Elsinore

Perfect! Low hours, extras, \$575. (714) 846-3487 or (213) 592-2611. (7)

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Like new, raced 3 times, \$800. Also '74 KX 125, like new, LTR, \$550. (605) 772-4175.

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1973 YAMAHA 100 MX. Extra clean, ported, many extras, fast & reliable, never raced. Take a look at this one, \$350.00. (213) 645-8528. (7)

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Matchless, Velocette, Indian, etc. (213) 762-8893. (7)

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Knobbies, wide bars, asking \$185.00. (714) 586-6085. (7)

1974 red frame CZ

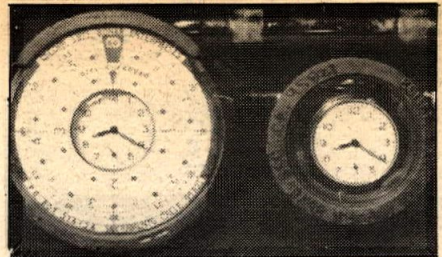
G.P. model, Mikuni, Motoplat, Bilsteins, H.D. spokes, high seat, Magura, D.I.D., much more. First cash takes it, \$650 or best. After 5 p.m. (714) 646-3732. (7)

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Baker frame — Vesco tank — enduro trans. — ported — F.M.S. Boges — xint. (213) 785-5839. (7)

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Super trick & clean! Wife's bike that she never rides, \$295.00. (714) 838-2902. (6/3x)



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1975 Honda CR 125

30 Mikuni, T&M swingarm, moved up Boges, D&G pipe and radial head, 4.10 super digger rear knobby, other extras, good cond., \$725. (213) 864-9855. (7)

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Purchased new in April '75, showroom condition, \$625.00. (213) 943-6470. (7)

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Practically unused, stored 6 months due to injury, perfect mechanical & aesthetic condition. 32mm Mikuni, Boges, 7 inch rear travel, original bore, really nice. Eves, Al (213) 437-5837 or (213) 698-5417. (7)

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Rebuilt trans., 2 top ends, ported, 8" travel front & rear, 2 tanks — \$650.00. (213) 371-0444. (7)

'75 1/2 Maico 400

Showroom condition, xtras, 8 hours time, \$1050. (213) 676-3950. (7/3x)

Maico 400

Works suspension, Konis, Diamond chain, Filtron, pegs, new tire, wide ratio, more, \$600.00. (213) 357-2522. (7)

Hodakas

Super Rat completely trick, fresh bore/piston, excellent condition, \$275.00. Ace 100 set up for dirt, new bearing, seals, bore, piston, good condition, \$165.00. (213) 842-4578. (7)

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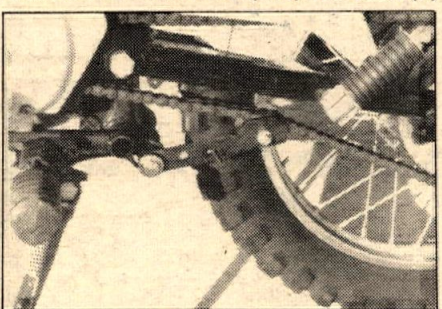
Better than new, 8 1/2" air forks, 300x21 Trell., 450x18 Metzeler, LTR gas Girings, ports cleaned & matched, 2 tanks, Maguras, Twin Air, H.D. clutch, very fast, race ready. \$800.00. "Reliable." (714) 995-7774. (7)

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New DMG up pipe, new crank kit, new 75 barrel, ported, new piston and rings, milled head, 30 Mikuni, 75 air box & Filtron, trans is fresh, new 14" Marzocchi shocks laid down, new swingarm & brass bushings, chain fenders, chrome tank, red frame. Extra FMF barrel & pipe, \$595. Call weekdays after 5:00 p.m., weekends anytime. Ryan (213) 328-9477. (7)

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Set up for desert, skid plate, Vesco tank, chain tensioner, \$900.00. (213) 285-3867. (7)



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Desert ready

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GP stroker engine, moved up S&W shocks, 17" F/W, Bobby Jones bars, \$450.00. (213) 333-9139. (7)

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